



CITY OF MT JULIET  
LAND USE AND  
TRANSPORTATION  
PLAN UPDATE



# **Mt .Juliet Land Use and Transportation Plan Update**

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**Chairman, Planning Commission**

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**Secretary, Planning Commission**

## **ACKNOWLEDGEMENTS**

This plan was realized through the vigorous and dedicated efforts of many people in the Mt. Juliet community. The members of the Steering Committee represented a broad spectrum of organizations, businesses, and citizens with a diversity of values and cultures in the City of Mt. Juliet. Their commitment helped to preserve and enhance what is valued in the Mt. Juliet community and move in a direction to revitalize the local neighborhoods and create livable environments based on the goals and policies contained in this Plan.

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## 1. INTRODUCTION TO PLAN UPDATE

A land-use policy plan can be defined as a document designed for guiding future land and transportation development, as well as provide guidance for various community facilities and services to meet present and future needs of a community. It is an essential planning instrument for a community with the primary purpose of producing an overall development plan and identifying strategies for implementing the plan. The objective of such a plan, as outlined in 13-4-203 of *The Tennessee Code*, is to serve as a guide for “accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, order, convenience, prosperity, and general welfare as well as efficiency and economy in the process of development.”

The *2008 Mt Juliet Land Use and Transportation Plan* was the foundation of the City's land use and development policies as an official public document adopted by the Mt. Juliet Planning Commission. The purpose of this *2015 Mt. Juliet Land Use and Transportation Plan Update* is to guide the coordinated development of the city that takes into account the present and future needs and resources needed to promote the health, safety, and general welfare of the city and its citizens.

The Mt. Juliet Land Use and Transportation Plan Update (referred to as the Update) is intended to guide future land use decisions in Mt. Juliet and surrounding area, as defined by the boundary of the municipal-regional planning commission. The Update evolved from an extensive review of existing physical conditions and planning influences of the region, analysis of a series of key policy issues by the Update Steering Committee, discussions with stakeholders and elected officials about the community's vision for the future, and an analysis of possible future land use and transportation scenarios.

During the course of the planning process, multiple public workshops were held as opportunities to obtain input from the public, to receive input on the planning process, to review issues and provide direction, to review conceptual land use and transportation scenarios, and to provide input on the preferred land use and transportation scenario. Recommendations from these workshops have been incorporated into the Update.

The purpose of this plan is two-fold. First, it will provide residents, businesses, and policy makers with information on the conditions that exist in Mt. Juliet today, along with forecasts of future conditions. Secondly, the plan will provide a framework for guiding future growth and redevelopment in the city in a way that can improve the livability and long-term economic prosperity of the area.



The plan is not intended to supersede the responsibility or authority of local officials and department heads. Instead, it is designed to give the public and private sectors a basis to constructively use the relationships which exist between the various elements and organizations in the community.

Over the next twenty years growth in the greater Nashville area will continue to increase. Mt. Juliet has already felt the impacts of this growth with numerous subdivisions, commercial areas, and apartments being developed in the past decade. It is vital for Mt. Juliet to address their current growth and prepare for the challenges and opportunities that future growth will bring. The Development Plan is presented in this document in order to prepare for future growth. The development goals, objectives, and policies and the implementation strategies in this plan should be periodically reviewed, and when necessary, updated to reflect unanticipated occurrences or trends.

## **Vision**

Developing a vision statement during a planning process is an integral part of the overall planning development. The vision statement should embody the future aspirations of Mt. Juliet. An effective vision statement should articulate balanced growth, conservation, and quality of life (values) of the community. Simply stated, a vision outlines what the community wants to be or where it wants to go in the future. Using the input received from the city's mission statement, local residents, business leaders, and the steering committee, the following vision statement is established for Mt. Juliet to lay the foundation of the Update:

### **Mt. Juliet Land Use and Transportation Plan Update Vision Statement**

Mt. Juliet is committed to maintaining a sense of community and place for residents and future generations by providing opportunities for coordinated, well-planned growth and development that are consistent with the goals and objectives of this plan while retaining the small-town character of the community; preserving open space and environmentally-sensitive areas provided in existing parks for the purpose of recreation, community character, and environmental protection while providing opportunities to expand for additional parks; promoting quality and efficient growth to allow new types of development while balancing and retaining established development types unique to the community while ensuring that adequate and efficient level of utility and community services are provided that support existing development and coordinate with future development; accommodating a variety of safe and accessible housing types and communities to allow residents to live and work throughout the different stages of life while creating and maintaining a sense of place; and providing for safe, efficient, and convenient movement of people, goods, and services through a range of transportation choices within the community and the Middle Tennessee region.

The five defining principles relevant to the initial Mt. Juliet Land Use and Transportation Plan are continued as the principles for this Update:

- ◆ To be a safe place for people to live
- ◆ To have viable neighborhoods working together as a community
- ◆ To be an attractive, clean, and aesthetically pleasing city
- ◆ To be a financially responsible city government providing high quality services and infrastructure
- ◆ To achieve economic vitality through healthy business

As a statement of public policy, a land use plan should be used in several ways. First, it should be used as a guide to decision making in the development review process. When new development is proposed, the Update should be used as a guide to help determine whether developments are in the public interest, as expressed in the Update. Second, the Update should help guide decisions about public facilities. Plans for road improvements, parks, new schools, and other municipal facilities should be made in light of the future land use concept envisioned in this Plan. Finally, the plan should be used as a basis for implementing tools to make the Plan a reality. Because a land use plan is a guide, its adoption does not guarantee that community improvements or zoning changes will occur.



The Update reflects an understanding of the growth forces and trends that are shaping the city, based on analysis of growth patterns and projections. It expresses the growth values of the community with goals and objectives.

The Update gives the city the opportunity to refine the original plan by coordinating with more recent modifications to the city's Urban Growth Boundary (UGB), consider new issues facing development, confirm the city's vision for growth, and revise the goals and objectives based on more recent growth.

The core of any plan is the land use element, referred to here as the Development Plan, which depicts future growth and development for Mt. Juliet, followed by implementation strategies. Some benefits of the city having a plan include:

- Helps a community capitalize on its assets and develop coordinated initiatives for solving its problems
- Provides citizens guidance for their positions on rezoning requests and capital improvements
- Gives developers and other investors the opportunity to work in concert with the community's established vision
- Can increase citizen participation in community affairs and foster community pride
- Coordinates public improvements such as roads, sewers, and parks



As a final note it is important to understand the distinction between a land use plan and zoning and subdivision regulations. A land use plan differs from zoning in that a plan is an advisory document for achieving specific community goals. Zoning and Subdivision Regulations (land use controls) on the other hand are tools used to implement an area plan's policies. Zoning is used to regulate the use of land and the type, scale, and intensity of development on that land, while subdivision regulations specify standards for the division of property into buildable lots. Following the adoption of the plan Update, the zoning ordinance and subdivision regulations should be reviewed and revised, if necessary, to be consistent with the revised Plan policies.

The Update is not intended to be a static document. The policies of the plan may be amended in the future without straying from the goals of the plan, as new information becomes available or to address further changes in circumstances. The Update reflects the most preferred land use pattern, with specific proposals being judged against that standard. Note, however, that proposals for land use change will be evaluated in light of the standards contained in the plan. If these factors indicate that the change is warranted, then a "compelling reason" to approve the proposed development may be established.

The Update continues the progress for effective planning in Mt. Juliet. Many of the ideas in the plan represent a continuation or evolution of planning policies that have been used by the city in the past in furthering the city's mission. However, this plan also embraces revised planning strategies that will guide the quick paced development that Mt. Juliet is currently facing. The intent of this Update continues the successful history of planning in Mt. Juliet, and welcoming future growth and development.

#### THE CITY'S MISSION STATEMENT

Mt. Juliet, a city of southern hospitality, will remain a wholesome community. We will plan growth to maintain the values of a close-knit community that provides for the needs of its people first. We will develop a core business district with vibrancy and stability. Our goal is to provide a safe environment, be responsive to citizens, and encourage educational, recreational and cultural opportunities.

## 2. SCOPE OF THE PLAN

The *Mt. Juliet Land Use and Transportation Plan Update* is designed to formulate a coordinated, long term development program for Mt. Juliet. The preparation of a development program required gathering and analyzing a vast array of information. Data and recommendations from several plans and studies created for and by the city have been consulted and incorporated into this document. Those planning documents include the following:

- *Mt Juliet 1990 General Plan*
- *Wilson County Growth Management Plan*
- *City of Mt Juliet Greenways Plan*
- *City of Mt Juliet Major Thoroughfare Plan*
- *Tri-County Transportation and Land Use Study*
- *Mt. Juliet, TN Town Center Master Plan*

The Update is composed of three main elements: the revision of the plan goals and objectives of the Development Plan; the revision of the Development Plan's future land use map; and the revised background data, reflecting more current data and projections, which supports the goals and policies and the Development Plan. The governmental structure, environmental constraints, and socio-economic characteristics of Mt. Juliet are included within the current conditions to determine how these have affected and will continue to affect land uses and transportation facilities. Existing land uses and transportation facilities are included to identify important characteristics, relationships, patterns, and trends. From these analyses, pertinent challenges, needs, and issues relating to land use and transportation in Mt Juliet are identified.

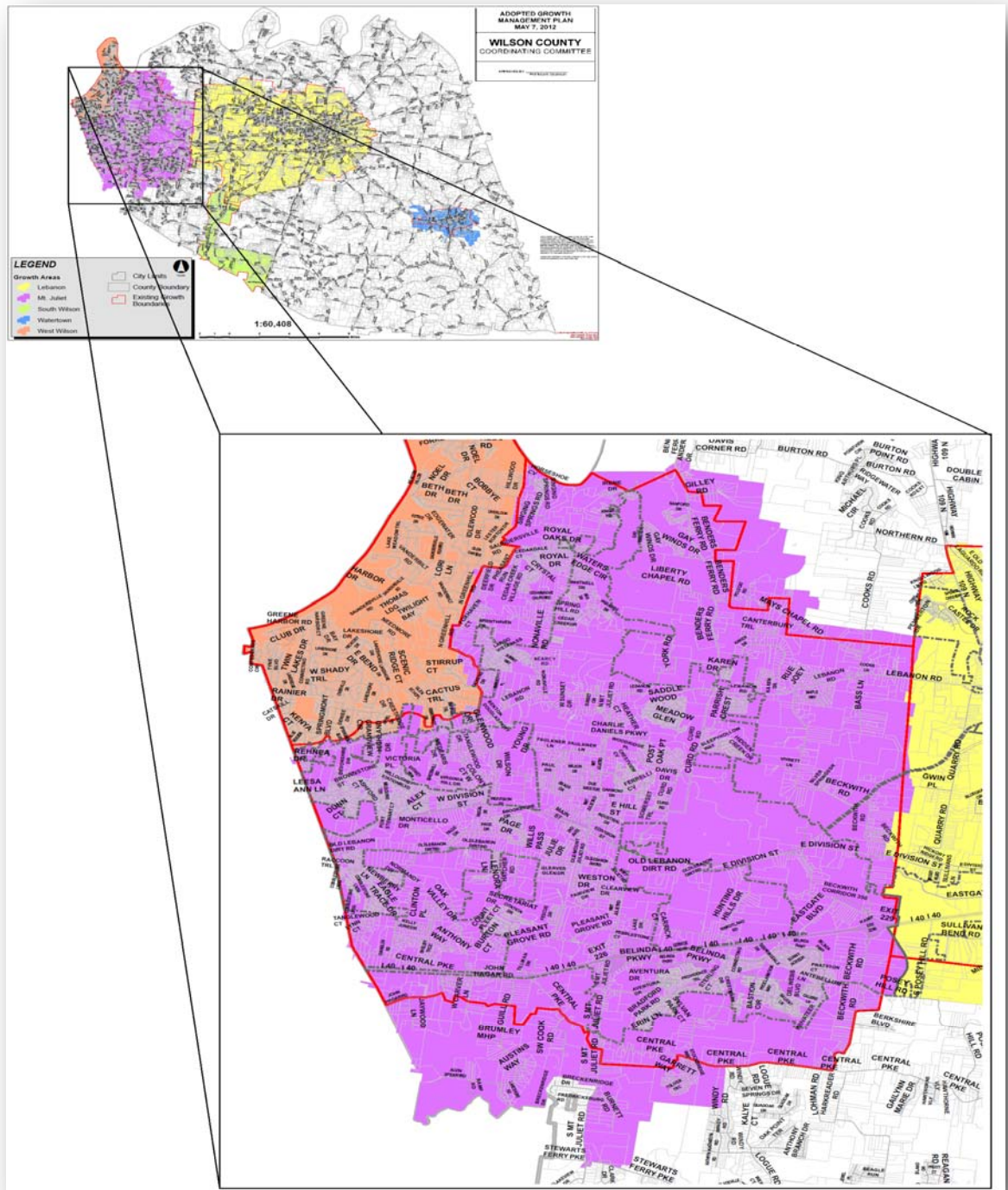
An amalgamation of this information is utilized to produce a Development Plan. The Development Plan, as presented herein, consists of two interdependent elements: the first being the identification of development goals and objectives with the establishment of policies for achieving them. The second element is the creation of a proposed future land use map, which visually illustrates the goals, objectives, and policies. This, along with the long-range (twenty year) vision, goals, and objectives for the city, should result in a plan for transforming the area, through a combination of future private development and public improvements, achieving the city's desires for growth and development. The establishment of a vision and set of goals and objectives for each respective Planning district area within the city and its UGB is expected. The Development Plan is not a detailed blueprint for future development, or a zoning map, which establishes districts permitting specific uses and excluding others. Rather, it is a guide for making these and other important decisions and should be used accordingly. To achieve the goals and objectives identified in the Development Plan, specific strategies or measures outlined in an implementation schedule should follow.

### **Comprehensive Growth Plan**

In 1998, the Tennessee General Assembly adopted a new statutory method of local community planning. Specifically, Public Chapter 1101 established a requirement for a comprehensive growth policy plan in each county that outlines anticipated development during the next 20 years. This growth policy plan is designed around a framework of "urban growth boundary" (UGB) regions which contain the corporate limits of a municipality and the adjoining territory where growth is expected; "planned growth areas" (PGA's) are compact sections outside incorporated municipalities where growth is expected, and where new incorporations may occur; "rural areas" (RA's) are territories not within one of the other two categories which is to be preserved for agriculture, recreation, forest, wildlife, and uses other than high-density commercial or residential development.



The statutorily mandated growth policy plan created a new framework for land use planning which the 2008 plan and this Update is designed around. Specifically, this Update focuses on the 7 planning district areas that lie in the incorporated boundaries of the city and its UGB. While the UGB is ultimately envisioned as being future municipal area, its annexation may not occur for some time, creating the need for close coordination between the city and the Wilson County government.



### 3. PLAN GOALS AND OBJECTIVES

The goals and objectives listed in this plan are to promote the orderly and efficient layout and appropriate use of land within the City of Mt. Juliet and to promote the health, safety and welfare of all residents and to leave future generations a desirable place to work, play and reside. Each theme or category of land use is provided with its own vision statement, goals, and objectives based respectively on both an understanding of the trends and forces shaping Mt. Juliet as well as understanding the desires of the community that will ultimately serve as the bases for strategies to embody actions to accomplish each goal.

The Greater Nashville Regional Council (GNRC) was hired to coordinate and meet with the citizens of Mt. Juliet, and assist the appointed steering committee members and the city planning staff. Together, along with valuable citizen input from surveys and public meetings, and the use of GIS (Geographic Information Systems) to determine existing and future development trends, the bases of the recommendations of this Update were formed.

383 responses were received from the citizen survey conducted by GNRC (see Conclusion section for survey results) and stakeholder interviews to solicit vital input and feedback. This survey revealed why the citizens are moving to Mt. Juliet (*proximity to Nashville, small-town feel, the Music City Star, and the greenway system*); future challenges to the city's growth (*the need for more parks, sidewalks, and greenways, remedies to traffic congestion, and safety*); transportation infrastructure needs (*encouragement of mass transit, extension of Music City Star hours, trolley system to run from Town Center to Providence, additional interstate interchanges, public bus transportation in the city, and pedestrian overpass at I-40 to connect North and South Mt. Juliet Road*); and opportunities for the Town Center (*encourage more entertainment, dining, retail, and office uses, and increase ridership on the Music City Star*.)

As revealed in the beginning of this Update, the **vision** is an integral part of the overall planning development which embodies the future aspirations of Mt. Juliet. Using the input received from the local residents, business leaders, and the steering committee, the following vision statement, goals, and objectives are established for each category to lay the foundation of the plan:

#### **THE DEVELOPMENT CONCEPT**

**Vision:** To provide opportunities for coordinated, well-planned growth and development that furthers the economic vitality, environmental sustainability, and housing opportunities that are consistent with the Land Use Plan while retaining the “small-town” character of the city; to facilitate an attractive, compact, walkable and mixed-use Town Center.

#### **Overall Goals:**

Maintain and improve design guidelines for future commercial, industrial, and residential developments to encourage the provision of a safe, attractive, and sense of places for people to live;

to provide opportunities for reservation of new areas sufficient for protecting and preserving open space and parklands and environmentally-sensitive areas; and

to create a Town Center to help recapture the small-town character of Mt. Juliet.

### **Overall Objectives:**

1. Encourage ongoing research into innovative zoning and subdivision development techniques to accomplish the Development Goals.
2. Improve and enforce zoning and subdivision regulations which are intended to protect the public health, safety, and welfare and to keep the community attractive.
3. **Town Center**
  - a. Develop a master plan for the Town Center
  - b. Create Town Center design guidelines for all nonresidential development. For residential development, Planned Unit (PUD) development standards or Historic overlay standards should be examined to promote an era theme
  - c. Coordinate with the Regional Transit Authority (RTA) the highest and best use for this land area, particularly in a Transit-Oriented Development (TOD), or other alternate and more efficient form(s) of public transportation.

### **Residential Development**

**Vision:** To accommodate a variety of safe and accessible housing types and developments to allow residents to live and work throughout the different stages of life while creating and maintaining a sense of place.

**Goals:** Provide for suitable housing opportunities for the various economic and lifestyle needs of the residents, while retaining the “small town feel” and scenic character of Mt. Juliet; and provide residents affordable opportunities to receive safe, sanitary, and comfortable housing that will be served by adequate infrastructure, accessibility to both vehicular and pedestrian modes of transportation, accessibility to services centers, and offering a competitive market for cost and types of housing for residents to live in Mt. Juliet throughout the different stages of their lives.



### **Objectives:**

1. Continue to maintain design guidelines for future residential developments to encourage the provision of safe, attractive places for people to live.
2. Preserve and protect single family neighborhoods from high traffic volumes, congestion and through traffic.
3. Locate higher density housing near the commercial areas.
4. Preserve the integrity of existing residential neighborhoods by preventing intrusion of incompatible uses.
5. Encourage the availability of an adequate supply of low to high income housing and senior citizen housing that is located near community facilities.
6. Continue to promote the use of Planned Unit Development (PUD) zoning techniques as a desirable land use control for residential development, especially in the presence of sensitive environmental conditions or to ease the transition between incompatible land uses.



7. Continue to encourage development, including infill (where zoning permits further land division) and redevelopment, only where existing infrastructure is available or is proposed.
8. Rural preservation is encouraged where remaining farmlands are evident. It is recommended to acknowledge the Century Farms and implement policies to protect and preserve these lands. Conservation Subdivisions, Cluster and Planned Residential Developments with density bonuses are valuable land use controls to recommend.
9. Encourage residential development in the Town Center District within the character of the envisioned Town Center master plan.
10. Inclusion of an effective affordable housing incentive program is recommended.

### **Commercial Development**

**Vision:** To provide opportunities for coordinated, well-planned commercial growth and development while stabilizing and maintaining existing commercial nodes, all with sufficient vehicular access.

**Goal:** Commercial development should be established where existing infrastructure is in place and can expand to meet the commercial service area. Neighborhood commercial development should be established on existing and emerging arterial streets and designed carefully to protect residential development from invasive attributes caused by commercial activities.





**Objectives:**

1. Maintain and improve design guidelines for future commercial developments.
2. Promote and develop innovative landscaping and screening regulations that can protect residential developments from noise and light pollution from adjacent neighborhood commercial uses.
3. Promote and implement design guidelines tailored to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping which ensures overall attractive development.
4. Promote neighborhood commercial uses (a mixed-use approach) with effective traffic access control methods to reduce trip generations.

**Industrial Development**

**Vision:** To provide opportunities for coordinated, well-planned industrial growth and development while establishing and maintaining solid recruitment and retention of jobs.

**Goal:** Industrial development should be established only where existing infrastructure is in place or can be implemented, and can expand to meet the industrial service area. Industrial development should also be capable of preserving proper on-site buffering so surrounding uses would not be adversely affected.

**Objectives:**

1. Maintain and improve design guidelines for future industrial developments.
2. Encourage bike paths/routes, sidewalk connectivity and greenways between housing opportunities and industrial sites to insure access to jobs.
3. Recruit industry that does not create noise, air or visual pollution to the community.
4. Eliminate routing of industrial traffic through residential areas.





### **Open Space and Recreational**

**Vision:** To preserve open space provided in existing parks for the purpose of recreation and community character while providing opportunities to expand for additional parks.

**Goal:** Provide a system of parks and recreational facilities to meet the recreational needs of the entire community and provide an open space system that preserves and protects environmentally sensitive areas.

### **Objectives:**

1. Continue to update and maintain the Master Greenway Plan.
2. Utilize trails, wherever possible, to connect residential areas with nonresidential centers, schools and parks.
3. Establish additional bike trails/routes to encourage fewer automobile trips.
4. Provide adequate lighting and visibility to enhance safety in public places.
5. Continue to upgrade and modernize park and recreational facilities within the community.
6. Increase recreational opportunities in new residential developments.
7. Continue to seek grant funding for park improvements.
8. Develop a plan, for land to be acquired, to provide and improve linkages between popular destinations, and for the preservation of the environment by providing water quality buffers.



## **Environment**

**Vision:** To protect environmentally-sensitive areas for the purpose of compliance with all local, state, and federal level standards while ensuring the safety, health, and welfare of the citizens.

**Goal:** Continue to develop and enforce local, State and Federal standards for regulating sensitive land areas, noise and light pollution, and alternative forms or transportation.

### **Objectives:**

1. Develop environmentally sensitive areas, such as floodplains and land with extreme topographic conditions, to the lowest density zoning district category.
2. Storm water runoff, that drains to area streams, rivers and lakes, shall continue to be carefully monitored as per local, State and Federal regulations.
3. Establish and/or enhance green space and natural areas along existing floodways and within the 100-year flood plain.
4. Address sensitivity to light and noise pollution through landscape ordinance and screening.
5. Industrial recruitment should target companies that are environmentally responsible to avoid future pollution problems.
6. Rural preservation is encouraged where environmentally-sensitive protection is necessary. It is recommended to acknowledge uses that have traditionally contributed to the local economy such as prime farmlands and implement policies to protect and preserve them. Conservation Subdivisions, Cluster and Planned Developments with density bonuses are valuable land use controls to recommend.





## **Infrastructure**

### **A. Transportation**

**Vision:** To provide for safe, efficient, and convenient movement of people, goods, and services through a range of transportation choices within the community and the Middle Tennessee region.

**Goals:** To establish and enforce policies that maintain and/or improve ozone and particular matter levels that are conducive to human health and a safe, attractive environment by enabling shorter auto trips, less fuel consumption and lower emissions; and

To provide a safe and efficient transportation system that maximizes access to high concentration areas and minimizes adverse environmental effects. Improve the street system as necessary to accommodate the community's growth while minimizing negative impacts on existing residential, industrial and commercial uses and open space system.

#### **Objectives:**

1. Continue to update and maintain the Master Greenway Plan.
2. Utilize pedestrian ways and bike routes, wherever possible, to connect residential areas with nonresidential centers, schools and parks.
3. Establish more pedestrian ways and bike trails/routes to encourage fewer automobile trips as envisioned in the Mt. Juliet Greenway, Bike and Pedestrian Master Plan.
4. Develop a bicycle system that will join parks and recreational areas, schools and commercial activity centers in the City of Mt. Juliet.
5. Adopt a Multi-Model Major Thoroughfare Plan that provides an efficient interchange between modes for all types of trips and addresses interconnections between pedestrian, bicycle, auto, and rail in order to maximize choices for mode of travel.
6. Encourage ongoing research for street specifications and development techniques.
7. Continue to promote development access management guidelines to minimize curb cuts onto major roadways and enforce inner-connectivity between existing and future developments.
8. Meet acceptable levels of service (LOS) for the transportation system in the city.
9. Coordinate and *enforce* private developers to dedicate additional right-of-way, adjacent to their developments, for future road projects that are identified in the adopted long range transportation plan.
10. Coordinate with Metropolitan Planning Organization (MPO) to develop a Transportation Improvement Program (TIP) and adopt as part of the transportation plan and/or Multi-Model Major Thoroughfare Plan.



11. The city shall participate with the development of a regional system of transportation funding that ensures that the costs of serving new development are not borne by existing residents and property owners, one which will determine an equitable allocation of costs of providing or improving major transportation facilities, and shall allocate those costs accordingly through local taxing and fee systems. Mt Juliet shall establish the responsibility of developers for on-site provisions for pedestrian, bicycle, and motor vehicle infrastructure.
12. The city shall continue working with the Nashville Metropolitan Planning Organization and shall identify and implement capital improvement projects designed to provide for intermodal connections.
13. The city shall coordinate with certain recreational objectives to develop pedestrian, bicycle, and trail master plans and incorporate related projects into the Transportation Improvement Program.
14. Future development in the region shall be planned and designed to be pedestrian-friendly, with full accommodation for safe, comfortable and convenient walking on a continuous, well-connected system of sidewalks, walkways and safe street crosswalks, in accordance with Americans with Disabilities Act (ADA) requirements.
15. Encourage mixed use neighborhoods, activity centers, and employment centers supported by a network of pedestrian, bicycle, and automotive systems.
16. Coordinate with the Regional Transit Authority (RTA) the highest and best use for land encompassing RTA lands, particularly in a Transit-Oriented Development (TOD), or other alternate and more efficient form(s) of public transportation to ensure compatibility of any new development with the transportation system.
17. Encourage the establishment and use of park and ride lots.
18. Increase ridership to extend Music City Star commuter schedule to longer hours during the business week and to weekends.



## B. Public Facilities and Services

**Vision:** To ensure that adequate and efficient levels of public utility and community services are provided that support existing development and coordinate with future development.

- i. **Solid Waste Goal:** Ensure that necessary sanitation facilities and service are in place to provide for the needs of future populations in Wilson County.

### **Objectives:**

1. Promote planning of solid waste disposal facilities that produce usable energy, reuse, recycling and composting.
  2. Promote the once a year "Hazardous Waste Day" by using local media and the city website to encourage proper disposal of those items and/or chemicals.
  3. Provide information to the public, through the city website, about proper disposal of paint at the County landfill.
  4. Promote to use of collection facilities for proper disposal of electronics and recycling practices.
- 
- ii. **Storm Water Goal:** Continue to provide storm water management strategies to reduce runoff volumes and improve storm water quality. Storm water regulations are managed through local, state and Environmental Protection Agency (EPA) regulations.

### **Objectives:**

1. Continue to encourage strong enforcement through zoning for floodplain and wetland protection areas using regulations to protect the natural environment and continue to monitor and update these regulations when appropriate.
  2. Continue the long-range storm water drainage and erosion control management programs to ensure proper control of water pollution and flooding.
  3. Encourage ongoing research into innovative erosion control and storm water runoff development techniques.
  4. Encourage pervious surface areas.
  5. Stay current with changing state permit requirements.
- 
- iii. **Water Goal:** Provide optimum utility facilities and services that meet the community's current and future needs in a reliable, effective, efficient, economic and environmentally responsible manner.

### **Objective:**

Continue to coordinate and share planning information with the West Wilson Utility District.





- iv. **Sanitary Sewer Goal:** Provide optimum utility facilities and services that meet the community's current and future needs in a reliable, effective, efficient, economic and environmentally responsible manner.

**Objectives:**

1. Continue to encourage off-site wastewater treatment for new developments to ensure the health, safety and welfare of local citizens, as well as protect the environment.
2. Use the Future Land Use Plan and future land use projections to aid in determining locations where public service and/or administrative facilities may be needed.
3. Encourage new development to occur within areas that are already served by necessary public services and facilities, or where service can be realistically provided by other entities.

**Other Public Facilities and Services**

**Lighting**

**Protective Services**

**Parks and Recreation**

**Schools**

**Other Government Facilities and Services**



It is recommended that the city consider a subsequent **Community Facilities** and **Capital Improvements Budget Plans** following this Plan Update. A Community Facilities Plan can continue the discussion on levels of services, facility and service inventories, and expansions by acquisition of land, equipment, and personnel for these public facility types, while a Capital Improvements Budget Plan provides a plan for proposed capital appropriations and the means of financing any facility and service the city provides or plans to provide.



## **Economic Development**

**Vision:** To promote quality and efficient growth to allow new types of development while balancing and retaining established development types unique to the community while ensuring that adequate and efficient level of utility and community services are provided that support existing development and coordinate with future development.

**Overall Goal:** Plan for growth and development that improves the community's overall quality of life and economic viability.

### **Objectives:**

1. Promote recreational tournaments, such as soccer and baseball, to the area to increase tourism.
2. Commit to and maintain facilities that would attract functions to generate revenue, sales tax revenues and transient housing.
3. Continue recruitment through ICSC for new retail, dining and industry.
4. Promote beneficial economic growth, through development and re-development.
5. Promote a strong education system.
6. Develop a design theme for visual gateways at principal entry points into and throughout the city.



**Business Development Goal:** As the economy continues to improve in the coming years, it is essential that Mt. Juliet is recognized for its assets and is known as a welcoming and effective city in which to conduct business.

### **Objectives:**

1. Promote "Shop Mt. Juliet First" to continue to support existing local businesses.
2. Provide information on the local activities, sporting events and holiday functions that are occurring in the city of Mt. Juliet through the city's website.
3. Educate and promote the economic strength that Mt. Juliet has to offer through the Chamber of Commerce.



#### 4. **PERFORMANCE MEASURES**

In achieving community goals and objectives, performance measures can be utilized to quantify progress in achieving community planning goals and objectives. Performance measures are a qualitative or quantitative measure of outcomes, outputs, efficiency, or cost effectiveness for implementation of deliverables offered in the plan. These measures allow decision-makers to quickly observe the effects of a proposed plan or project or monitor trends in infrastructure, transportation, and other deliverables recommended by this plan over time, measuring the effectiveness of the strategies used to implement the goals and objectives in the overall vision of the plan.

There are many tools available to assist with the development of performance measures in the areas of transportation, health and nutrition, safety, land development, economic strength, aesthetics, and so on. For example, the Environmental Protection Agency (EPA) has developed a Guide to Sustainable Transportation Performance Measures that can be applied to transportation decision-making. The Federal Highway Administration's (FHWA) Office of Operations has established the Operations Performance Measurement Program, which is "leading numerous activities to advance the implementation and practice of operations performance measurement at the Federal, State, and local level."

As a member of the Nashville-area Metropolitan Planning Organization (MPO), Mt. Juliet can utilize MPO assistance to establish performance measures to support not only the transportation-related themes but other themes as well. The MPO relies on data that is currently available from a variety of federal, state, and local sources to continuously track the performance of the region's transportation network and the effectiveness of transportation investments. National trends point towards new policies linking transportation planning with land use planning and urban design efforts for coordinating transportation, housing investments, and infrastructure needs. This effort can provide more choices for affordable housing near employment opportunities for local workers, more transportation options to lower transportation expenditures, shorten travel times, improve the environment, and provide safe, livable, and healthier communities.

The goals and objectives of this Update revolve around nine planning themes: Mobility/Accessibility, Congestion, Environment, Land Use, Safety, Funding, Economic Vitality, Collaboration, and Maintenance. While some of the planning themes are more quantifiable than others, Mt. Juliet should make an effort to ensure that all themes are represented in any performance measurement report.

This list of measures will likely evolve over time to take a comprehensive look at the performance of the transportation system within the Nashville MPO region. Data will be updated for each measure as it becomes available. Specific performance measures may also change with new guidelines on national goals and state and local targets under MAP-21, the current federal transportation bill.

##### **Mobility/Accessibility**

- ◇ Is the number of monthly transit ridership increasing?
- ◇ Is the number of transit passengers per revenue hour within the range of other peer transit agencies?

##### **Congestion**

- ◇ Is the Level of Service (LOS) for each major thoroughfare improving?
- ◇ Is the number of work commute trips made by bicycling, walking, or transit increasing?
- ◇ Are commute times increasing/decreasing/staying the same?
- ◇ Is the number of vehicle miles traveled annually decreasing per capita?



### **Environment**

- ◇ Are motor vehicle emissions decreasing per capita?
- ◇ Are the substantial losses to property decreasing in areas subject to special flood hazards?

### **Land Use**

- ◇ Is the number of homes increasing within 1/4 mile walking distance to regional attractors and generators?
- ◇ Is the occupancy rates of homes and apartments increasing?

### **Safety**

- ◇ Is the number of traffic crashes decreasing?
- ◇ Is the number of traffic crash fatalities decreasing?
- ◇ Is the average number of bicycle and pedestrian fatalities decreasing?
- ◇ Are the perceptions of unsafe or dangerous conditions for bicycling and walking decreasing?
- ◇ Is the expert-level knowledge of local bicycle and pedestrian ordinances increasing?
- ◇ Are crime rates per capita increasing/decreasing/staying the same?



### **Funding**

- ◇ Is the percentage of funds obligated for transportation projects increasing?

### **Economic Vitality**

- ◇ Are state domestic and foreign shipments increasing?
- ◇ Are unemployment rates increasing/decreasing?

### **Collaboration**

- ◇ Is the number of bike/pedestrian facilities that connect jurisdictions increasing?

### **Maintenance**

- ◇ Are the interstates and state routes being better maintained?
- ◇ Is the number of deficient bridges decreasing?



## 5. STRATEGIES FOR IMPLEMENTATION

Any plan is implemented by the city's planning department, the codes department, the planning commission, the legislative body, land developers, homeowner's associations, citizen groups, business owners, and individual homeowners. While government agencies have the primary responsibility, the other groups noted are important forces for implementing local plans. This section describes the various tools available in Tennessee for Mt. Juliet to implement its plan. These are described below.

### **PUBLIC SECTOR MEASURES**

#### The Zoning Ordinance

A primary tool in implementing the land use recommendations of the plan is the locally adopted zoning ordinance. Zoning is the process by which the city is divided into districts, and regulations concerning the use of lands are established. In addition to base zoning districts, the zoning ordinance contains overlay or special districts such as planned unit developments, historic overlays zones, floodplain overlay districts, and others. Generally, zoning is intended to avoid disruptive land use patterns. The uses that are located on one property have an impact, good and bad, on adjoining or nearby lots and buildings. Thus, one purpose of zoning is to prevent activities on one property from generating external effects that are detrimental to or may harm other properties. Zoning represents a balance between individual property rights and rights of the general public to a healthy, safe, and orderly living environment.

Another major purpose of zoning is to implement the long-range plan. After the plan is finalized and adopted, a review of the zoning ordinance and map will be initiated to determine if the existing zoning provisions and the current zoning districts are consistent with the plan. Revisions and rezoning of properties may be needed. Any landowner request for rezoning will be evaluated for consistency with the plan, and all new developments whether requiring rezoning or not will be evaluated for consistency. Consistency is determined after examining a variety of factors including land use, transportation, utilities, urban design, and effect on the environment.

#### The Subdivision Regulations

Subdivision regulations specify standards for the division of property into lots or parcels for the purpose, whether immediate or future, of sale or building development. They are for the general purpose of guiding the subdivision of land to accomplish coordinated and harmonious development of the city and its environs, the coordination of streets within subdivisions with existing and planned streets, to provide for traffic, open space, recreation, light and air, and distribution of population and traffic that will tend to create conditions favorable to health, safety, prosperity, and the general welfare. Subdivision regulations may also provide for good civic design and arrangement of lots and streets and safety from fire, floods, and other dangers. Additionally, the regulations may identify areas where there are inadequate or nonexistent publicly or privately owned and maintained services or utilities when the planning commission has determined that the services or utilities are necessary for development. They provide a system to assure that the infrastructure improvements are installed according to the city's engineering standards or are secured through bonds and other financial instruments so that the improvements, both constructed or proposed, do not become a public liability.



### Building and Housing Code Administration

Building and housing codes ensure the health, safety, and welfare of the public through the enforcement of fire safety, electrical, plumbing, heating and air conditioning, and building construction standards. The codes regulate and control the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings within the city, and the mechanical equipment. The Housing Code provides the minimum standards for construction and safety of residential buildings.

Building and housing codes are the last level of regulation before the issuance of a building permit and the start of construction. All the goals and objectives of the comprehensive plan, the zoning ordinance, and other regulations can be shortchanged if the building codes are not rigorously enforced with these other review standards.

### Design Review

Design review means the review and regulation of the design of buildings. In Tennessee, per 6-54-133 of *The Tennessee Code*, for non-residential buildings, multi-family dwellings, and any entrance to nonresidential development within the city, a city may appoint a design review commission or designate the planning commission as the review agency. Design standards may be encompassed in a design review manual or as provisions within the zoning ordinance. They may also be included in overlay zone districts for specific situations, such as historic areas or commercial corridor revitalizations.



Due to the fact that buildings constructed, with or without design review, can be generally expected to last for 50 to 100 years, design review can have significant long-term impacts on the community. It may be important to the implementation of the comprehensive plan, particularly those that have urban design elements or local area development nodes in them.

### Growth Management

Growth management means the adoption of management programs or techniques to assure that services and public utilities are available at the time development occurs. The programs can influence the amount of growth, the rate of growth, and the type of growth.

One method of influencing development can be the creation of priority funding areas. Private development relies on public infrastructure investments in utilities and transportation. Thus, directing these investments into priority funding areas can be a direct incentive for development to occur in desirable locations and away from less desirable ones.

Another growth management tool already in effect is the city's UGB. The statutorily mandated growth policy plan created a framework for land use planning. While UGB areas are ultimately envisioned as being municipal growth areas for Mt. Juliet, annexations may not occur for some time thus creating the need for close coordination between the city and the Wilson County government. The city has a municipal/regional planning commission which authorizes the management of division of land through its subdivision regulations, but not extraterritorial zoning until the planning commission is granted such authority.

### Transfer of Development Rights

Transfer of Development Rights (TDR) is an innovative way to direct growth away from lands that should be preserved to locations well-suited to higher density development. It is a market driven approach to preserve open space and/or farm land and rural character while encouraging development in urbanized areas. TDR programs allow landowners to transfer the right to develop a tract of land to a different tract. The approach begins with a planning process that identifies areas to be preserved as “sending areas” and specific development districts as “receiving areas”. This level of local planning is best addressed in the comprehensive plan. Once identified, the program is implemented through the local zoning ordinance.

TDR programs are based on the concept that landowners have a “bundle” of rights, including the right to use, lease, sell and bequeath land, borrow money using the land as security, and construct buildings on it, subject to local land use regulations. Some or all of the rights can be sold or transferred to another person. When a landowner sells property, generally all the rights are transferred to the buyer. TDR programs enable landowners to separate and sell the right to develop land from their other property rights. In return for the purchase, landowners in the sending area place a deed restriction on the property, which can limit potential development, the type of development, or some combination of both.

### Development Review

Development review refers to the review by the city of site plans, planned unit development plans, subdivision plats, rezoning requests, and appeals to the board of zoning appeals. The review is carried out by staff and generally the planning commission and is based on adopted standards that are included in the comprehensive plan, the zoning ordinance, and the subdivision regulations.

### Strategic Planning

Strategic planning is different from comprehensive planning in the sense that a strategic plan is more like a single function plan. While the comprehensive plan addresses a broad range of topics that affect the quality of life over a long period of time, a strategic plan focuses on one or a few specific topics at a time. The process identifies the key decision-makers in the community and the stakeholders, those individuals or groups with an interest in the outcome of decisions made in the planning process. Sometimes called a “SWOT” analysis, strategic planning involves making a situation assessment; the identification of Strengths, Weaknesses, Opportunities, and Threats, and the identification of strategic issues. The apparent strength of strategic planning lies in its consideration of strategies that are to be used to achieve the desired vision of the future.

### Public Participation

Public participation, in a democratic government, is the hallmark of government. Public participation has also come to define good planning. A comprehensive plan should be done with the people, not for the people. Public participation includes the processes where citizens and other stakeholders are encouraged to be involved, along with their local government administrators and elected and appointed officials, in making decisions and developing policies that directly affect daily life in the community. This involvement extends into implementing the details of the plan after its adoption.

## **PUBLIC INVESTMENTS**

### Capital Improvements Programs and Budgeting

Capital improvements programs provide a strong link between comprehensive plans and annual capital budget expenditures. They allow for a systematic, simultaneous evaluation of potential projects and facilitate coordination and cooperation among the units of government that are responsible for project implementation. The capital improvements program and budget provide a powerful tool for implementing comprehensive plan through a process of timing of improvements and predictability for the availability of the facilities. The purposes of capital improvement programming are to:

- Identify present and future needs for physical improvements
- Identify potential costs of improvements
- Identify sources of revenue to pay for the improvements
- Provide decision-makers with an orderly procedure for setting priorities
- Promote coordination of construction programs among various public agencies and private interests
- Provide a strong tool for implementing growth management programs
- Provide an effective tool for implementing the comprehensive plan; one that requires an annual review of issues, trends, and priorities.

The types of projects that might be included in a capital improvements program and budget are:

- The extension or upgrading of water and sewer lines
- The improvement of public streets and sidewalks, including the streetscape
- The provision of transit facilities
- The purchase of land for a new park
- The construction of new public buildings, e. g. library, police station, school.

### Public Construction

Public construction projects are those that are sponsored and financed by a public agency and typically include public buildings, water and sewer systems, roads, parks, and others. These projects have long-term usefulness (50 years or more). They can be used to help implement the goals of the comprehensive plan by factoring in their function, design, size, and character with compatibility with the plan. Since the comprehensive plan is general in nature, more detailed specific plans may be needed to set the appropriate design guidelines.

### Open Lands Preservation

The preservation of open land areas is an important aspect of overall community planning and development. It has many short- and long-range planning implications related to water quality, floodplain protection, steep slope protection, natural ecosystems, access to recreation, air quality, protection of view sheds, and other planning issues. It can also shape growth patterns. Open land preservation may be achieved through land acquisition by a public authority or by requiring that new developments observe sensitive natural areas in the design and review of the development. Tools such as planned unit development and conservation subdivisions can contribute to such preservation.

### Land Acquisition

Land can be acquired by straight purchase in fee (i.e. all rights in the land) or in a more limited way to purchase only some of the rights in land. Land acquisition by public agencies is often an important part of implementation programs for public services and facilities, parks, open space, and transportation. It is a long-term investment. The land is usually available for full public access and use, and this requires acquisition in fee.

A more limited approach is to purchase the development rights in land for important goals such as open space acquisition or farm land protection. The development rights to a piece of property can be separated from the total bundle of rights that go with the land and a conservation easement placed on the land that restricts development in perpetuity.

### Redevelopment Programs

The redevelopment of blighted or run-down areas can be beneficial to a community and can be used to implement elements of a comprehensive plan. At one time the act of revitalizing a failing urban area through the use of eminent domain and demolition and reconstruction was known as urban renewal. Today, redevelopment may be carried out using a variety of programs and tools. These include brownfield development incentives, Enterprise Zone programs, Central Business Improvement Districts, Housing Authority activities, and slum clearance programs.<sup>1</sup>

## **PRIVATE SECTOR IMPLEMENTATION PROGRAMS**

### Private Construction Programs

Due to the fact that private enterprise builds most of the urban areas and urban infrastructure improvements, private enterprise has a role to play in implementing the long-range plan. In the development of new subdivisions a developer builds the roads, installs water and sewer facilities, and then dedicates them to the public. New commercial developments may require the construction of new turn lanes on public streets. The construction of new buildings has a profound impact on the appearance and character of the community.

A careful balance between public regulations and private development must be maintained. While too-strict regulations can impair private development, public regulations help ensure pedestrian and traffic circulation, safety and efficiency in development, improved aesthetics, protection of property values, the provision of essential public infrastructure, all without adversely affecting the taxpayers.

### Public-Private Partnerships

A public-private partnership is a contractual agreement between a public agency and a private enterprise entity to provide a particular service or facility for the use of the public. They can play an important role in the development and in some cases redevelopment in the community. The public agency may provide or pay for public facilities such as parking, street, or sidewalk improvements while the private side of the equation may provide residential and/or commercial developments that meet the goals of the comprehensive plan.

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1. These programs are authorized by state law although some are limited to certain counties. Amendments to the law may be needed if the local jurisdictions want to utilize them. (e.g. the Enterprise Zone program is limited to certain listed counties.)

### Homeowner's Associations (HOA's) and Private Restrictions

A homeowner's association is an organization comprised of all owners of property or units in a condominium development. This type organization and development is governed by the Tennessee Condominium Act of 2008 as codified at Tennessee Code Annotated, Title 66 Chapter 27. Whether the development is residential or commercial, before the first unit is sold the developer must record restrictive covenants that apply to all units and any common open space or other commonly-owned elements and that run with the land; that is, all successive buyers are bound by the same restrictive covenants. HOAs may:

- Provide for architectural control for all structures
- Establish standards for property maintenance
- Provide and own facilities for use of all property owners, such as common open space and various types of recreation facilities
- Establish a fee to pay the cost of constructing, operating, and maintaining all common elements and require that all owners pay the fee.

*Note:* The relationship between an HOA and the individual property owner is a private contract and therefore, is enforced by the courts.





## 6. FUTURE LAND USE

The Future Land Use Map will serve as a general guide for Mt. Juliet and its projected growth areas. It is derived from an analysis of past events affecting development, governmental structure, natural factors, population and economic factors, and existing land use and transportation system. It is also based on major assumptions, factors, issues, and trends along with the valuable input provided by stakeholder, elected officials, the planning commission, and the Steering Committee which have been incorporated into the final map's design as an illustrative guide for land use development decisions.

The Steering Committee was engaged in several meetings to examine existing conditions, identify issues, and review several future land use alternative scenarios for growth. Once a preferred scenario was selected (as depicted in this section), the committee developed the land use policies.

### **Existing Land Use**

From the 2008 plan, a total of 12,573 acres were in the corporate limits, with residential land comprising 33% of total land use; 4.7% in commercial; 1.4% in industrial; 6.5% in public/semi-public; and 38.6% in vacant or undeveloped land. 3.2% of the land was unclassified at that time. There were also 30,644 acres of land within the city's UGB.

Currently, the total planning area (the corporate limits of Mt. Juliet and its UGB) comprise just over 35,389 total acres. Approximately 16,056 acres are currently in the corporate limits, while 19,333 acres are in the UGB. Approximately 53% of land in the corporate limits is developed residential, while nearly the remaining 47% of developed land is in non-residential uses combined. In the UGB, approximately 76% of developed land is residential, leaving approximately 24% in non-residential use.

*Residential:* land on which one or more dwelling units are located. This includes all single-family and multi-family residences, as well as mobile homes. The residential land, as in most communities, occupies the largest portion of developed land in Mt. Juliet, comprising 7,671 acres.

*Commercial:* land on which retail and wholesale trade activities and services occur. This includes banks, professional offices, personal and repair services, etc. The commercial land comprises approximately 3,255 acres.

*Industrial:* land on which the assembly, processing, or fabricating of raw materials or products takes place. The industrial land comprises approximately 2,360 acres.

*Public/Semi-public:* land on which any educational facilities, governmental facilities, utility facilities, places of worship, fraternal, parks, and similar uses are located. Public/semi-public land comprises approximately 900 acres.

*Transportation:* land and right-of-ways on which roadways, sidewalks, terminals, and other modal facilities are located. Transportation land comprises approximately 1,542 acres.

*Vacant/Undeveloped:* land that has not been developed with any of the above-described uses. These land typically are used for any variety of agricultural uses, woodlands, or otherwise lands that have remained vacant or cannot be developed. Vacant lands in the corporate limits comprises just over 4,542 acres. A further analysis of the larger tracts of land (50 acres & greater) with a single-family

residence reveals approximately 1,560 acres in the corporate limits that have the potential to be further divided to create additional lots of record for new development (an infill approach that will be alluded to later in this section). In the UGB, approximately 4,259 acres are also identified that could likewise be further divided on top of any raw land in the UGB for future development (approx. 2,618 acres classified as vacant/undeveloped in the UGB).

Below is a categorizing of general land uses within the city and its UGB.

Mt. Juliet Land Use				
CATEGORIES	ACRES WITHIN THE CITY*	ACRES WITHIN THE UGB*	PERCENTAGE WITHIN THE CITY*	PERCENTAGE WITHIN THE UGB*
Low Density Residential	2,290.7	8,865.5	14.2%	46%
Medium Density Residential	3,115.7	7,527.8	19.4%	40%
High Density Residential	2,264.6	29.7	14%	0.2%
Neighborhood Commercial	501.3	148.8	3%	0.8%
Thoroughfare Commercial	801.1	32.5	5%	0.2%
Interstate Commercial	1,051.1	46.3	7%	0.2%
Town Center	160.7	0	1%	0%
Business Development Center	741.4	468.9	5%	2.0%
Business Develop. Center-Impact Zone	1,205.6	44.6	8%	0.2%
Mixed Use	1,110.1	1,095.6	7%	5%
Light Industrial	44.6	0	0.3%	0%
Parks and Greenways	679.4	355.3	4%	2%
Schools	220.1	68.4	1%	0.4%
Water	327.4	423.5	2%	2.0%
Transportation (Roadways & ROW)	1,542.4	226.5	10%	1%
TOTALS	16,056.1	19,333.2		
Source: *City of Mt. Juliet, GIS Technician information based on current land use map 1/29/2016				

*Land use categories:*

*The list below provides a general description for many of the land uses and density ranges on the previous page. For more accurate use types and density allowances, please refer to the current Mt. Juliet Zoning Ordinance.*

**Residential**

Low-density Residential	Single-family residential developments (minimum 30,000 to 40,000 sq. ft. lot size)
Medium-density Residential	Single-family residential developments (minimum 15,000 to 20,000 sq. ft. lot size)
High-density Residential	Single-family residential developments (minimum 10,000 sq.ft. lot size; condominiums and townhomes as PUD's on 3-5 acre parcels)
Multi-family Residential	Apartment complexes and mobile home parks (minimum 5,000 sq. ft. lot size)

**Commercial**

Neighborhood Commercial	Convenience neighborhood commercial developments and office/professional activities (minimum 10,000 sq. ft. lot size)
Thoroughfare Commercial	General commercial and retail center developments (minimum 10,000 sq. ft. lot size)
Town Center	Variety of commercial uses such as retail trade and consumer services; amusement and entertainment establishments; eating and drinking places, financial institutions; and office/professional; mixed-uses as PUD's (minimum lot size 10,000 sq. ft. lot size)
Mixed Use	Commercial and residential combined (minimum 10,000 sq. ft. lot size)

**Industrial**

Light Industrial	Industrial uses with least objectionable characteristics; limited commercial activities supplementing industrial activity (minimum 40,000 sq. ft. lot size)
Business Development Center	General industrial processing of raw goods or freight, office/professional, and mixed use (minimum 40,000 sq. ft. lot size)
Business Development Center-Impact Zone	Light industrial and general industrial processing (minimum 40,000 sq. ft. lot size)

*Note: The land use calculations for multi-family developments are included in the total calculations for high-density residential in both the current land use and future land use tables, although the future land use map distinguishes select areas for multi-family developments compared to other high-density residential conceptual areas.*

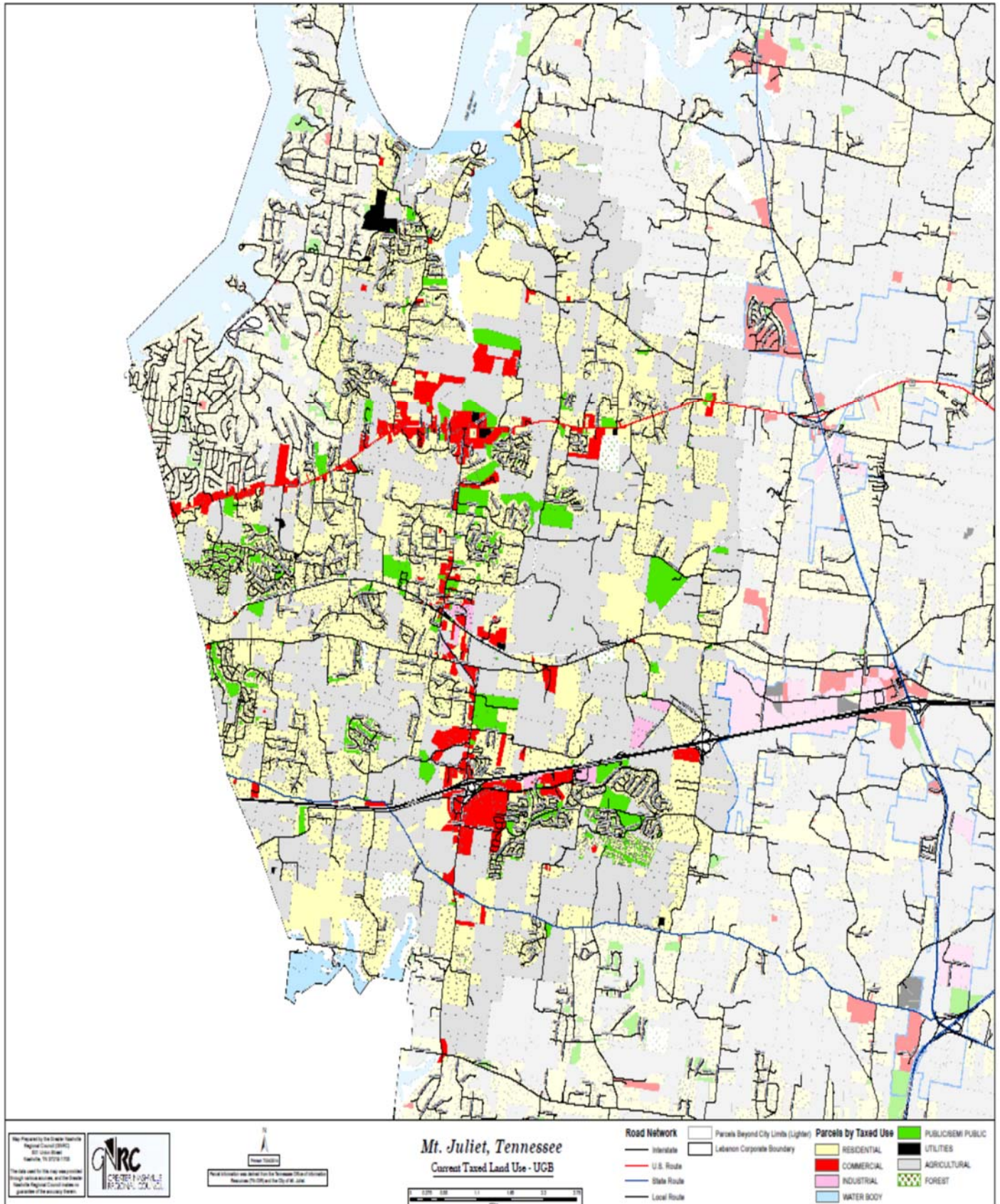
**Future Land Use**

Before a municipality can determine its future land use requirements, it is necessary that an inventory and analysis of existing land uses be completed. The land use inventory above identifies and analyzes the various use categories and the amount of land devoted to each. From this analysis, a breakdown of the different categories of uses is utilized. The information was compiled from data taken from the Tax Assessor's office and compiled and generated by computer analysis by the city's GIS Technician. Land Use was mapped by parcel and classified according to the major categories listed above.

**Residential**

The additional acreage needs based on the projected population of 44,021 (includes approximately 15,865 new people in the city by 2035) reveals the amount of acreage needed to accommodate the population by 2035 will be approximately 17,608 acres, at an average of 2.5 people per household (*pph*), based on current Woods and Poole projections. The total projected needs for new residential development is 15,525 acres in land, or 6,210 new residential units (*at 2.5 pph*.) If current housing stock remains, and new land is developed as purely single-family dwellings with one dwelling per acre, the city could experience a surplus of 2,083 acres. The residential building permits issued averages







annually to about 513 new housing units, which if this pattern continues, the city could have as many as 10,260 new units by 2035. Woods and Poole's projections of people per household is expected to increase to approximately 2.6 pph, which, compared to the number of new units anticipated to be built, only 6,101 units will be needed for the new population, a surplus of 4,159 housing units. A total of 4,542 acres are available for future use in the corporate limits, while approximately 2,618 acres are available in the UGB. In the corporate limits, approximately 3,043 acres are vacant available lands for residential development, compared to 2,304 acres in the UGB. Using the available land in the current corporate limits, if the entire 3,043 acres were used for new residential development (at 2.6 pph), 7,911 additional housing units could accommodate the new population by 2035 before using the UGB acreage, presuming every acre has full development potential and excludes acreage necessary to extend and install new infrastructure. This does not mean that density per residential acre should be decreased to require all low-density residential on one-acre lots, but instead recommends a variety of development to utilize the existing public infrastructure and the land conditions for the variety of future residents and their needs for housing.

#### *Commercial and Industrial*

Additional acreage needs for various commercial and industrial needs based on the projected population to 2035 results in approximately 4,521 total acres should be provided for new business purposes. Approximately 1,392 acres are available for future use in the corporate limits, while approximately 312 acres are available in the UGB. It appears that there will not be enough vacant acreage available to accommodate the non-residential uses even when the UGB acres are added. This may result in a future revisit of the lands conceptualized for residential use to be converted for commercial and industrial potential.

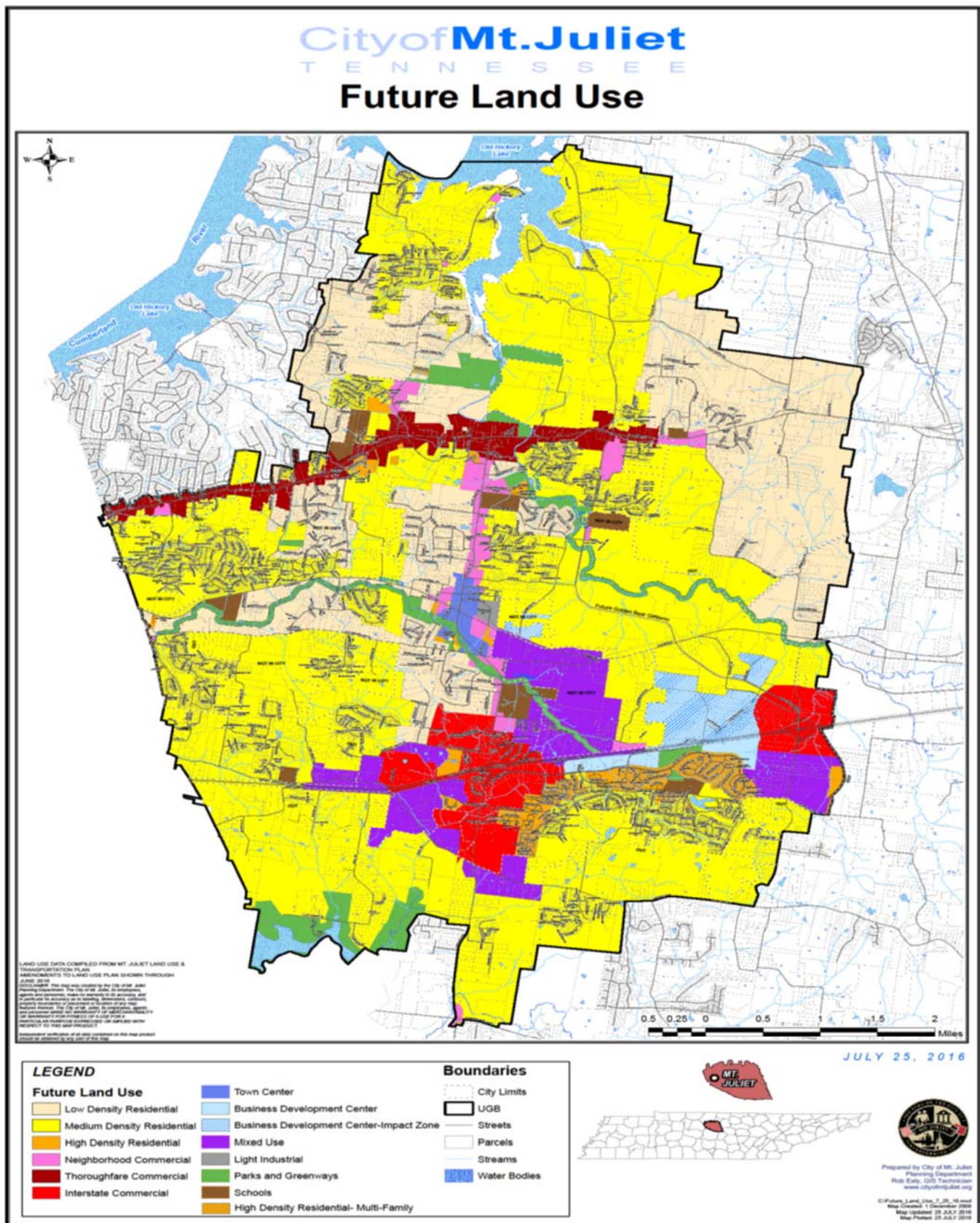
#### *Public/Semi-Public*

Additional acreage needs for parks and greenways, schools, and other types based on the projected population results in approximately 878 acres for public/semi-public purposes. Approximately 107 acres are available for future use in the corporate limits, and 2.3 acres in the UGB. To accommodate the new population, an additional 771 acres should be considered for future development.

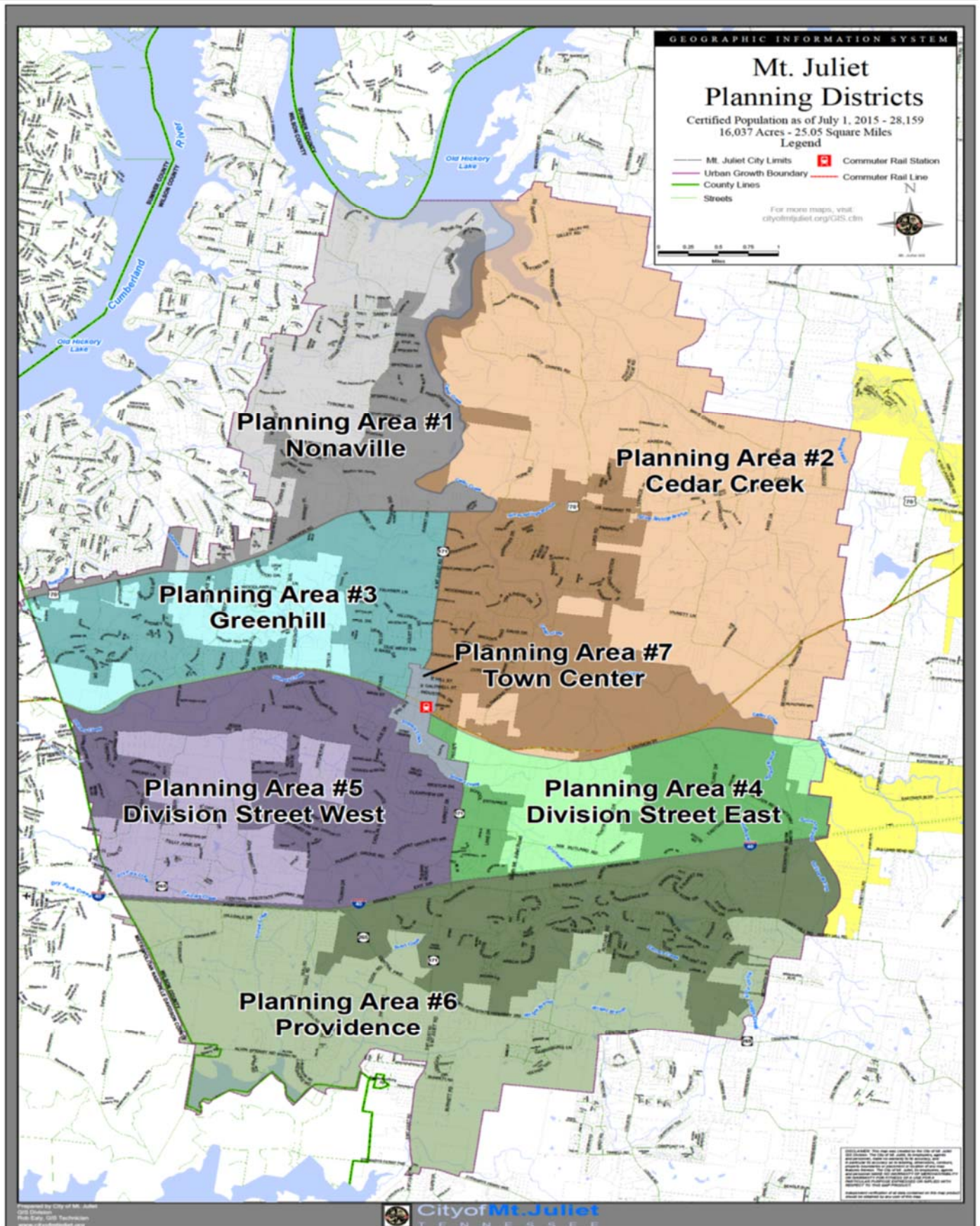
#### *Transportation*

Additional acreage needs for transportation facilities are not projected based on population projections so much as meeting acceptable levels of service necessary to accommodate the convenient movement of people, goods, and services through the city through a range of transportation choices within the community and the Middle Tennessee region. As envisioned in the previous section, a safe and efficient transportation system that maximizes access to high concentration areas and minimizes adverse environmental effects, and the resulting improvements to the existing system as necessary to accommodate the community's growth while minimizing negative impacts on existing residential, industrial and commercial uses and open space system are valid to projecting the acreage needs. Like the 2008 plan, this Update continues to strongly encourage and supports multi-modal efforts to maximize the potential the Mt. Juliet community has for effectively implementing alternative travel means before investing in increases in right-of-way for road widening.

Land Use Projections to 2035												
LAND USE CATEGORY	PARCELS /UNITS WITHIN THE CITY *	PARCELS/UNITS WITHIN THE UGB *	ACREAGE WITHIN THE CITY*	ACREAGE WITHIN THE UGB*	AVERAGE PARCEL SIZE IN ACRES WITHIN THE CITY	AVERAGE PARCEL SIZE IN ACRES WITHIN THE UGB	DENSITY OF UNITS/ACRES WITHIN THE CITY	DENSITY UNITS/ACRES WITHIN THE UGB	2015 POPULATION FACTOR (28,156) CITY AND UGB	ADDITIONAL ACREAGE NEEDS BASED ON 2035 PROJ. POPULATION CITY AND UGB	ACREAGE CURRENTLY VACANT WITH DESIGNATED LAND USE WITHIN THE CITY*	ACREAGE CURRENTLY VACANT WITH DESIGNATED LAND USE WITHIN THE UGB*
Low Density Residential	1,434	2,324	2,290.7	8,865.5	1.6	3.8	0.6	0.26	0.4	6,452	913	1,659.8
Medium Density Residential	2,901	1,711	3,115.7	7,527.8	1.1	4.4	0.9	0.23	0.4	6,965	1,800	643.1
High Density Residential	5,628	2	2,264.6	29.7	0.4	15	2.5	0.07	0.1	2,108	330.5	1.2
Neighborhood Commercial	192	28	501.3	148.8	2.6	5.3	0.4	0.19	0.02	362	105.8	0.9
Thoroughfare Commercial	268	25	801.1	32.5	3	1.3	0.3	0.8	0.03	487	157.3	0
Interstate Commercial	139	8	1,051.1	46.3	8	6	0.1	0.2	0.04	663	330.5	0.3
Town Center	92	0	160.7	0	1.8	0	0.6	0	0.01	280	24.9	0
Business Development Center	56	66	741.4	468.9	13.2	7.1	0.1	0.14	0.04	683	494.6	64.5
Business Dev. Center-Impact Zone	15	7	1,205.6	44.6	80.4	6.4	0.01	0.16	0.04	687	276.9	6.9
Mixed Use	105	149	1,110.1	1,095.6	10.6	7.4	0.1	0.14	0.08	1,316	0	239.6
Light Industrial	22	0	44.6	0	2.0	0	0.5	0	0.002	43	2.41	0
Parks and Greenways	51	13	679.4	355.3	13.3	27.3	0.1	0.04	0.04	726	69.3	2.3
Schools	7	2	220.1	68.3	31.4	34.2	0.03	0.03	0.01	152	37.5	0
Water			327.4	423.5								
Acreage of Existing Rights-of-way			1542.4	226.5								
TOTALS	10,910	4,335	16,056.1	19,333.2								
Source: *City of Mt. Juliet, GIS Technician    2035 Population Projection of 44,021 was provided Metropolitan Planning Organization												









## **Planning Area 1-Nonaville**

**Boundaries** – Total Acreage of District is 4,050

**North** – Old Hickory Lake

**East** – Cedar Creek

**South** – Lebanon Road

**West** – UGB (Urban Growth Boundary)



## **Landmarks and Traffic Generators**

**Schools:** -W.A. Wright Elementary School – 5017 Market Place, Mt. Juliet

**Parks/Recreation:** -Cedar Creek Campground – 9264 Saundersville Road, Mt. Juliet  
Amenities: 59 Campsites, Boat Ramp, Playground, Picnic Shelters, Swimming

**Attractions:** -Cedar Creek Marina (Old Hickory Lake) — 9120 Saundersville Road, Mt. Juliet. Amenities Include: Boat Launching Ramp, Gas Docks, Restaurant  
-Windtree Golf Course – 810 Nonaville Road, Mt. Juliet

## **Historic Sites and Places of Interest:**

-Williamson Chapel CME Church Complex – Needmore Road, Mt. Juliet  
-Rice's Country Hams – Northwest corner of Nonaville Road and Lebanon Road intersection  
-Cloydland Farms (TN Pioneer Century Farm, est. 1789)—13836 Lebanon Road

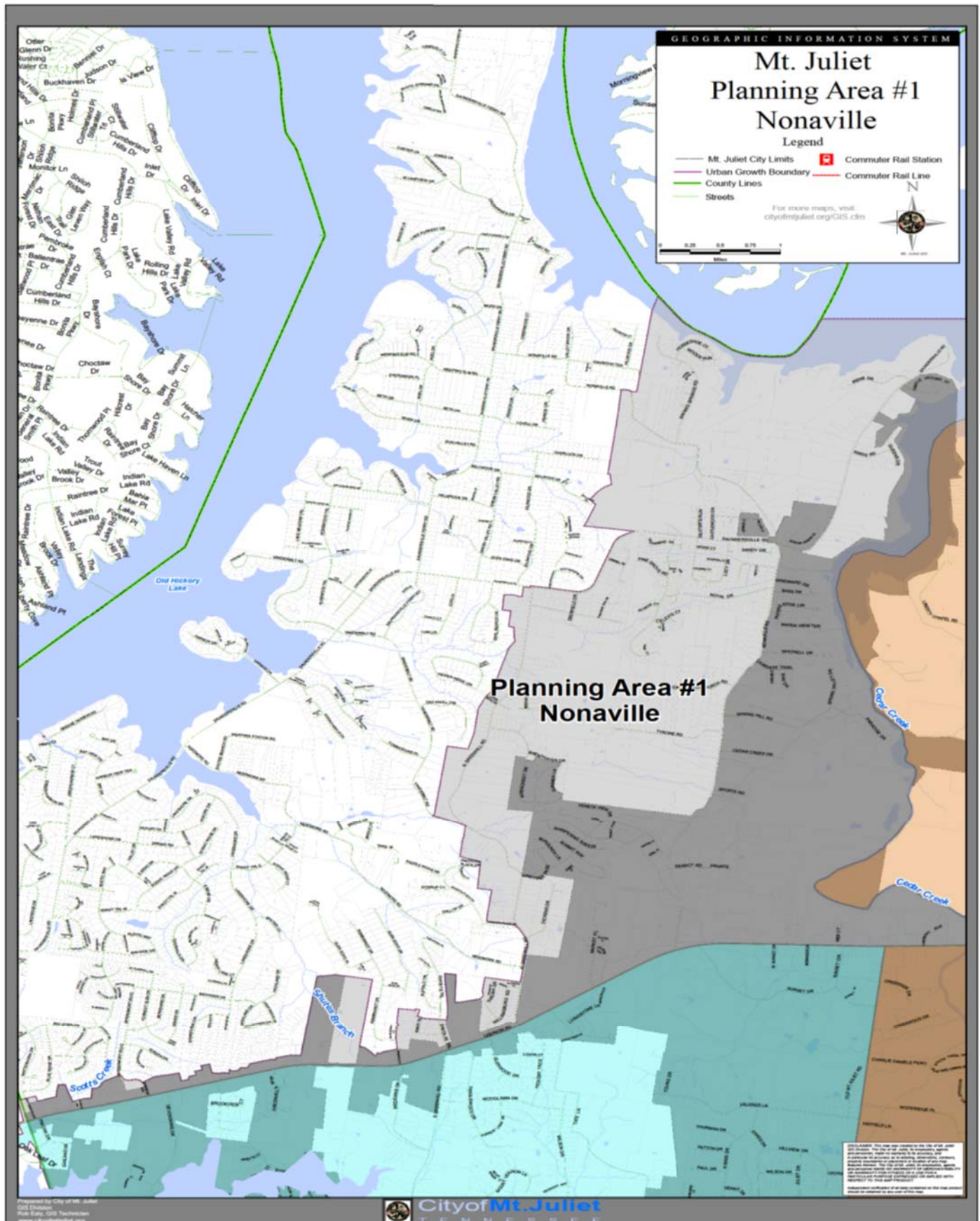
## **Planning Issues Identified**

- 1.Continue to plan for dedicated Greenways and Bike Lanes/Routes.
- 2.Continue to plan for sidewalk along Nonaville and Lebanon Roads.
- 3.Provide guidance and design standards for development in areas with difficult topography and/or floodplains.

***Traffic Counts for Planning Area 1***

LOCATION	2010*	2011*	2012*	2013*	2014*	PERCENT CHANGE 2010-2014
Nonaville Road (north of Lebanon Road intersection)	8,220	8,808	9,671	9,224	9,570	16%
Lebanon Road (at Davidson Co. line)	25,073	25,483	25,046	24,797	23,842	95%
Lebanon Road (0.40 miles east of Nonaville Road intersection)	24,607	24,645	26,048	27,147	26,365	7.1%

**Source:** \*Tennessee Department of Transportation



*MT. JULIET LAND USE AND TRANSPORTATION PLAN UPDATE*

Land Use Information for Nonaville Planning Area #1			
USE	PARCELS CURRENTLY VACANT WITH DESIGNATED LAND USE	ACRES CURRENTLY VACANT WITH DESIGNATED LAND USE	TOTAL ACREAGE WITH DESIGNATED LAND USE
RESIDENTIAL			
Low Density Residential	114	496.52	2157
Medium Density Residential	44	135.14	567
High Density Residential	6	47.28	182
Total	164	678.94	2907
PUBLIC/SEMI-PUBLIC			
Schools			20
Parks and Greenways			194
Total			215
COMMERCIAL			
Neighborhood Commercial	3	9.77	65
Thoroughfare Commercial	28	40.77	349
Interstate Commercial			
Total	31	50.54	414
INDUSTRIAL			
Light Industrial			
Total			0
BUSINESS CENTER/TOWN CENTER/MIXED USE			
Town Center			
Business Development Center			
Business Dev. Center-Impact Zone			
Mixed Use			
Total			0
TOTAL FOR ALL USES	195	729.48	3536
ACREAGE WITH NO LAND USE			514
TOTAL ACREAGE OF PLANNING AREA 1			4050
Source: City of Mt. Juliet GIS			

## **Planning Area 2-Cedar Creek**

### **Boundaries** – Total Acreage of District is 11,562

**North** – Old Hickory Lake, UGB

**East** – UGB

**South** – Division Street

**West** – North Mt. Juliet Road, Cedar Creek

### **Landmarks and Traffic Generators**

**Schools:**

- West Elementary School – 9315 Lebanon Road, Mt. Juliet
- Elzie Patton Elementary School – 1003 Woodridge Place, Mt. Juliet
- Mt. Juliet Middle School – 3565 N. Mt. Juliet Road, Mt. Juliet
- Mt. Juliet High School – 1875 Golden Bear Gateway, Mt. Juliet
- Mt. Juliet Montessori – 9695 Lebanon Road, Mt. Juliet

**Parks/Recreation:**

- Charlie Daniels Park – 1075 Charlie Daniels Pkwy, Mt. Juliet
- Amenities:* Planet Playground, Ava's Splash Pad, Squirrel's Run & Toddler Park, The Crowe's Nest (Skate Park), Sand Volleyball, Tennis Courts/ Pickle Ball Courts, Multi Purpose Fields, Little League Park
- Mt. Juliet Little League Park, 10835 Lebanon Road

**Attractions:**

- Mt. Juliet Station (Music City Star) - 22 East Division Street. Approximately 220 parking spaces are provided.
- Cedar Creek Yacht Club – 3581 Benders Ferry Road, Mt. Juliet

### **Historic Sites/Places of Interest:**

- Warner Price Mumford Smith House – Lebanon Road, Mt. Juliet
- Owen Bradley Parkway/Bradley's Barn – Benders Ferry Road, Mt. Juliet
- Cook's United Methodist Church – 7919 Lebanon Road, Mt. Juliet
- Charlie Daniel's Park – 1075 Charlie Daniels Parkway, Mt. Juliet
- Vivrett Farm (TN Century Farm, est. 1852)—off Beckwith Road
- Kenton Farm (TN Century Farm, est. 1891)—end of Liberty Chapel Road
- Cook's Hill Farm (TN Century Farm, est. 1881)—off Hwy 70 Mays Chapel Rd

### **Planning Issues Identified**

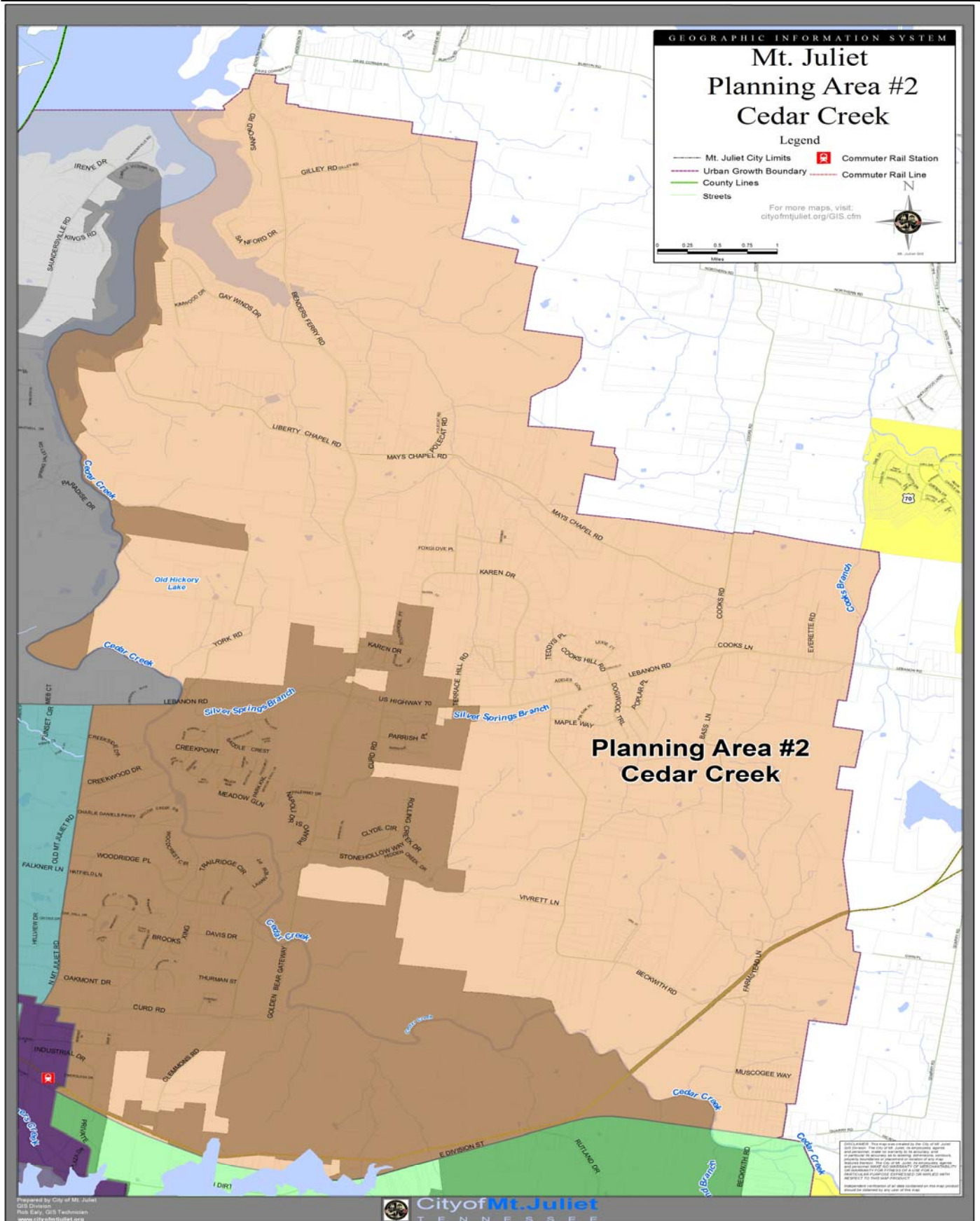
- 1.Improve infrastructure to facilitate new development.
- 2.Provide increased guidance in design control of access along major routes within this district
- 3.Continue to plan for dedicated Greenways and Bike Lanes/Routes.
- 4.Continue to plan for sidewalk connectivity along N. Mt. Juliet Road and Lebanon Road.
- 5.Provide guidance and design standards for development in areas with difficult topography and/or floodplains.
- 6.Transportation Projects identified in Nashville MPO's 2040 LRTP:
  - a.Short-Range Project:
    - Cedar Creek Greenway (Charlie Daniels Park to Mt. Juliet High School)
  - b.Medium-Range Projects:
    - i. East Division Street widening from N. Mt. Juliet Road to Golden Bear Gateway
    - ii. Lebanon Road widening from Park Glen Drive to Benders Ferry Road
    - iii. Intersection improvements at Benders Ferry Road and Lebanon Road
    - iv. Cedar Creek Greenway from Charlie Daniels Park to Mt. Juliet Little League Park
    - v. Sidewalk connectivity between schools within this district
  - c.Long-Range Project:
    - Golden Bear Gateway widening from Curd Road to Lebanon Road



**Traffic Counts for Planning Area 2**

LOCATION	2010*	2011*	2012*	2013*	2014*	PERCENT CHANGE 2010-2014
Lebanon Road near York Road	17,525	17,870	18,665	19,786	18,925	8%
Benders Ferry Road (0.40 miles north of Lebanon Road intersection)	3,698	3,546	3,643	3,770	3,850	4.1%
N. Mt. Juliet Road at Creekwood Drive	18,751	17,265	19,789	21,638	20,592	10%
Woodbridge Drive (0.40 miles east of N. Mt. Juliet Road)	2,286	2,192	2,397	2,240	2,361	3.3%
East Division Street (0.50 miles east of N. Mt. Juliet Road)	4,310	4,678	4,250	4,604	4,690	9%

Source: \*Tennessee Department of Transportation



*MT. JULIET LAND USE AND TRANSPORTATION PLAN UPDATE*

Land Use Information for Cedar Creek Planning Area #2			
USE	PARCELS CURRENTLY VACANT WITH DESIGNATED LAND USE	ACRES CURRENTLY VACANT WITH DESIGNATED LAND USE	TOTAL ACREAGE WITH DESIGNATED LAND USE
RESIDENTIAL			
Low Density Residential	174	1847	6737
Medium Density Residential	58	577.18	1928
High Density Residential	23	140.06	365
Total	255	2564.24	9031
PUBLIC/SEMI-PUBLIC			
Schools			117
Parks and Greenways	2	45.08	296
Total	2	45.08	413
COMMERCIAL			
Neighborhood Commercial	15	61.85	228
Thoroughfare Commercial	21	70.73	267
Interstate Commercial			
Total	36	132.58	495
INDUSTRIAL			
Light Industrial	2	2.4	48
Total	2	2.4	48
BUSINESS CENTER/TOWN CENTER/MIXED USE			
Town Center	10	6.39	41
Business Development Center	10	61.03	313
Business Dev. Center-Impact Zone	9	133.41	775
Mixed Use	4	9.89	95
Total	33	210.72	1224
TOTAL FOR ALL USES	328	2955.02	11211
ACREAGE WITH NO LAND USE DESIGNATION AND/OR WATERWAYS			351
TOTAL ACREAGE OF PLANNING AREA 2			11562
Source: City of Mt. Juliet GIS			

### **Planning Area 3-Greenhill**

**Boundaries** – Total Acreage of District is 3,501

**North** – Lebanon Road

**East** – North Mt. Juliet Road

**South** – Division Street

**West** – County Line



### **Landmarks and Traffic Generators**

**Schools:** N/A

**Parks/Recreation:** N/A

**Greenways:**

- Willoughby Station — 3284 feet
- West Division Street, Pedestrian Trail and Bikeway – 11,090 feet
- Thompson Property – 363 feet

**Attractions:** N/A

### **Historic Sites/Places of Interest:**

- John Cloyd House – 13836 Lebanon Road, Old Hickory, TN
- Lone Pine Farm (TN Century Farm, est. 1810)—off Tate Lane
- Pine Springs Farm (TN Century Farm, est. 1810)—off Tate Lane

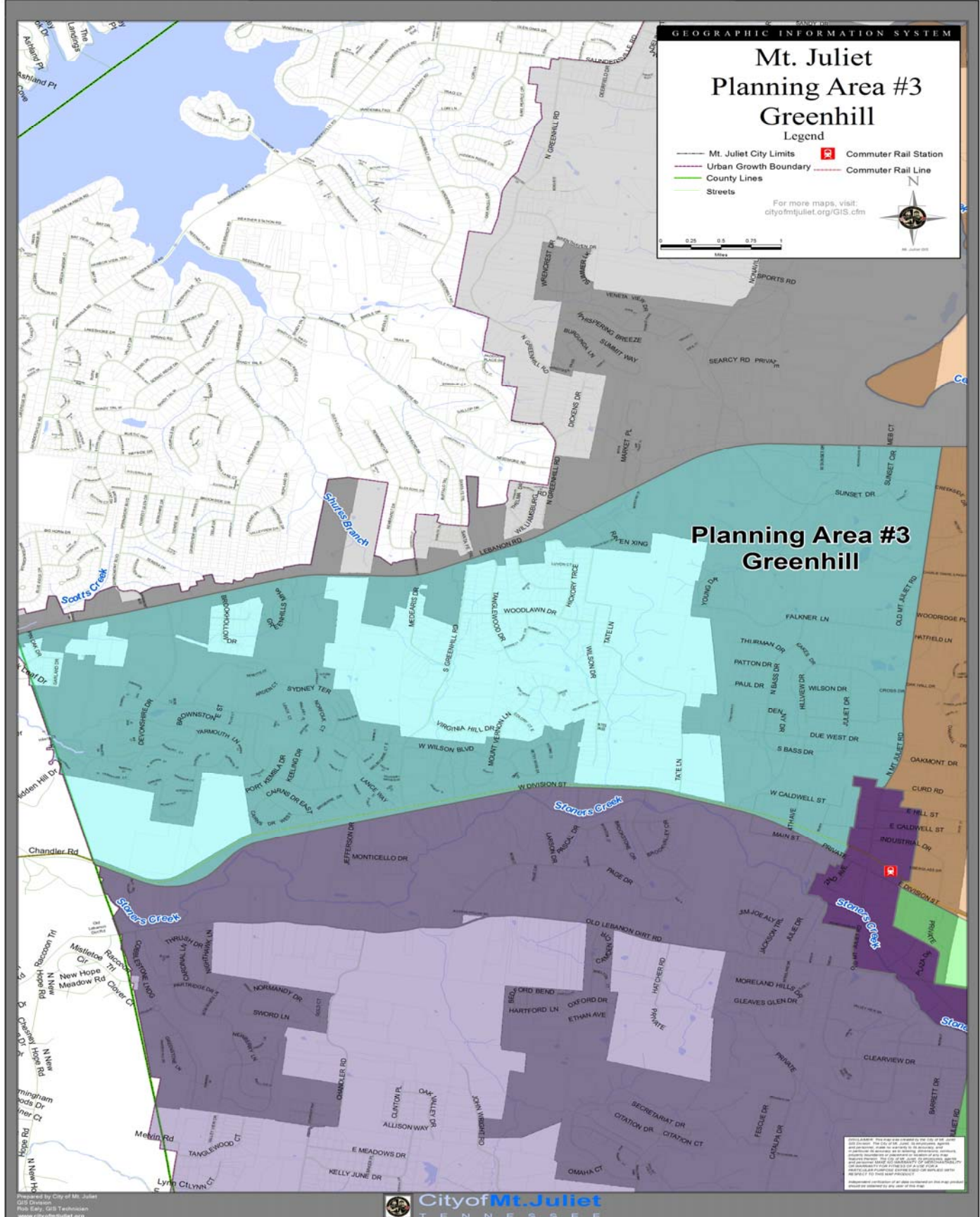
### **Planning Issues Identified**

- 1.Improve infrastructure to facilitate for Medium and High Density Development.
- 2.Continue to plan for dedicated Greenways and Bike Lanes/Routes.
- 3.Continue to plan for sidewalk connectivity along North Mt. Juliet Road and Lebanon Road.
- 4.Transportation Projects identified in Nashville MPO's 2040 LRTP:
  - a. Project in current TIP:
    - Town Center Trail (from Greenhill Road to Music City Star terminal)
  - b. Mid-Range Projects:
    - i. Lebanon Road sidewalks from N Greenhill Road to N. Mt. Juliet Road
    - ii. West Division Street widening from S Greenhill Road to N. Mt. Juliet Road

<b><i>Traffic Counts for Planning Area 3</i></b>						
<b>LOCATION</b>	<b>2010*</b>	<b>2011*</b>	<b>2012*</b>	<b>2013*</b>	<b>2014*</b>	<b>PERCENT CHANGE 2010-2014</b>
N. Mt. Juliet Road at Creekwood Drive	18,751	17,265	19,789	21,638	20,592	10%
West Division Street (0.60 miles west of N. Mt. Juliet Rd. intersection)	8,020	8,120	7,715	8,180	8,198	2.2%
South Greenhill Road	5,671	5,577	5,055	4,898	5,170	-8.9%

Source: \*Tennessee Department of Transportation





*MT. JULIET LAND USE AND TRANSPORTATION PLAN UPDATE*

**Land Use Information for Greenhill Planning Area #3**

<b>USE</b>	<b>PARCELS CURRENTLY VACANT WITH DESIGNATED LAND USE</b>	<b>ACRES CURRENTLY VACANT WITH DESIGNATED LAND USE</b>	<b>TOTAL ACREAGE WITH DESIGNATED LAND USE</b>
<b>RESIDENTIAL</b>			
Low Density Residential	36	91.33	948
Medium Density Residential	51	589.95	1358
High Density Residential	62	201.1	752
<b>Total</b>	<b>149</b>	<b>882.38</b>	<b>3058</b>
<b>PUBLIC/SEMI-PUBLIC</b>			
Schools			
Parks and Greenways			
<b>Total</b>			<b>0</b>
<b>COMMERCIAL</b>			
Neighborhood Commercial	10	11.11	134
Thoroughfare Commercial	16	45.8	306
Interstate Commercial			
<b>Total</b>	<b>26</b>	<b>56.91</b>	<b>440</b>
<b>INDUSTRIAL</b>			
Light Industrial			
<b>Total</b>			<b>0</b>
<b>BUSINESS CENTER/TOWN CENTER/MIXED USE</b>			
Town Center	5	4.05	26
Business Development Center			
Business Dev. Center-Impact Zone			
Mixed Use			
<b>Total</b>	<b>5</b>	<b>4.05</b>	<b>26</b>
<b>TOTAL FOR ALL USES</b>	<b>180</b>	<b>943.34</b>	<b>3524</b>
<b>ACREAGE WITH NO LAND USE DESIGNATION AND/OR WATERWAYS</b>			<b>0</b>
<b>TOTAL ACREAGE OF PLANNING AREA 3</b>			<b>3524</b>

Source: City of Mt. Juliet GIS

## Planning Area 4-Division Street East

**Boundaries** – Total Acreage of District is 2,940

**North** – East Division Street

**East** – UGB

**South** – Interstate 40

**West** – North Mt. Juliet Road



## Landmarks and Traffic Generators

**Schools:**

- Stoner Creek Elementary School – 1035 N. Mt. Juliet Road, Mt. Juliet
- West Wilson Middle School – 935 N. Mt. Juliet Road, Mt. Juliet
- Mt. Juliet Christian School – 735 N. Mt. Juliet Road, Mt. Juliet

**Parks/Recreation:**

- Jones Family Park – 1691 N. Mt. Juliet Road, Mt. Juliet

**Amenities:** Sand Volleyball Court, Frisbee Golf Range, Walking Trail, Picnic Areas, Bark Park (1/2 acre enclosed fence )

**Greenways:**

- Cedar Creek Commons – 635 feet
- Park Glen Soccer Complex – 2,600 feet

**Attractions:**

- Mt. Juliet Station (Music City Star)—22 East Division Street. Approximately 220 parking spaces are provided.
- Mt. Juliet Senior Center – 2034 N. Mt. Juliet Road, Mt. Juliet

**Historic Sites/Places of Interest:** N/A

## Planning Issues Identified

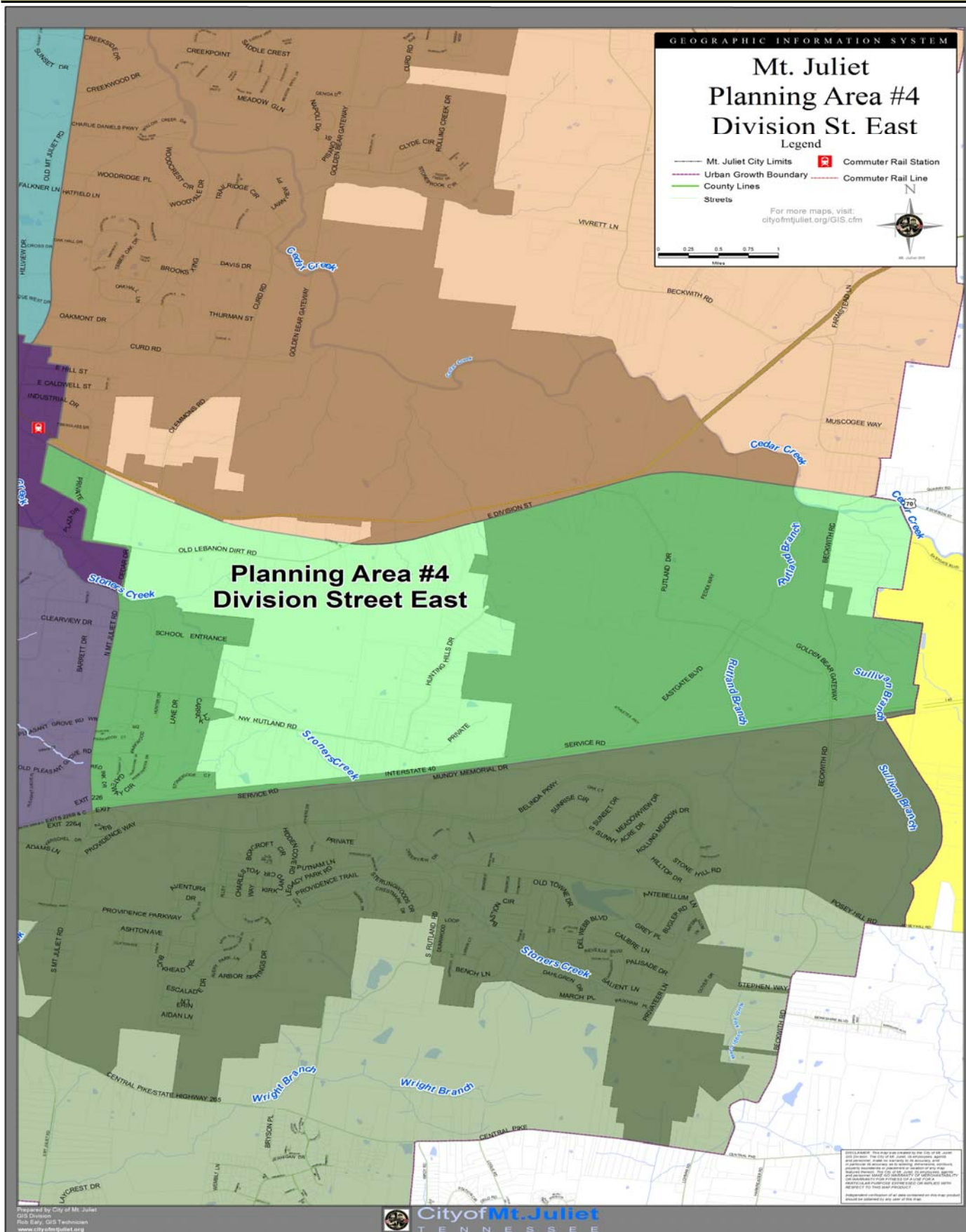
- 1.Better coordinate industrial expansion to minimize negative impacts to residential developments.
- 2.Improve infrastructure to facilitate Mixed Use and Business Development.
- 3.Plan for increased Business Development along East Division Street.
- 4.Continue to plan for dedicated Greenways and Bike Lanes/Routes.
- 5.Continue to plan for sidewalk connectivity along N. Mt. Juliet Road.
- 6.Transportation Projects identified in Nashville MPO's 2040 LRTP:
  - a.Projects in current TIP:
    - i. Beckwith Road/East Connector
    - ii. Town Center Trail
    - iii. Interchange Lighting at I-40 and N. Mt. Juliet Road
  - b.Short-Range Project:
    - Mt. Juliet bridge widening over I-40
  - c.Mid-Range Project:
    - East Division Street widening from N. Mt. Juliet Road to Golden Bear Gateway
  - d.Long-Range Project:
    - Beckwith Road widening and safety improvements

**Traffic Counts for Planning Area 4**

LOCATION	2010*	2011*	2012*	2013*	2014*	PERCENT CHANGE 2010-2014
East Division Street (0.50 miles east of N. Mt. Juliet Rd intersection)	8,220	8,808	9,671	9,224	9,570	16%
Clearview Drive at N. Mt. Juliet Road intersection	25,073	25,483	25,046	24,797	23,842	95%

Source: \*Tennessee Department of Transportation







*MT. JULIET LAND USE AND TRANSPORTATION PLAN UPDATE*

Land Use Information for Division Street East Planning Area #4			
USE	PARCELS CURRENTLY VACANT WITH DESIGNATED LAND USE	ACRES CURRENTLY VACANT WITH DESIGNATED LAND USE	TOTAL ACREAGE WITH DESIGNATED LAND USE
RESIDENTIAL			
Low Density Residential	2	1.66	11
Medium Density Residential			
High Density Residential			10
Total	2	1.66	21
PUBLIC/SEMI-PUBLIC			
Schools			65
Parks and Greenways	2	2.32	22
Total	2	2.32	87
COMMERCIAL			
Neighborhood Commercial	4	10.57	136
Thoroughfare Commercial			
Interstate Commercial	9	61.43	368
Total	13	72	504
INDUSTRIAL			
Light Industrial			
Total			0
BUSINESS CENTER/TOWN CENTER/MIXED USE			
Town Center	4	9.19	46
Business Development Center	25	411.63	763
Business Dev. Center-Impact Zone	5	150.34	546
Mixed Use	24	455.08	973
Total	58	1026.24	2328
TOTAL FOR ALL USES	75	1102.22	2940
ACREAGE WITH NO LAND USE			0
TOTAL ACREAGE OF PLANNING AREA 4			2940
Source: City of Mt. Juliet GIS			

## **Planning Area 5-Division Street West**

**Boundaries** – Total Acreage of District is 5,044

**North** – West Division Street

**East** – North Mt. Juliet Road

**South** – Interstate 40

**West** – County Line

## **Landmarks and Traffic Generators**

**Schools:** -Mount Juliet Elementary School – 2521 West Division Street, Mount Juliet

**Parks/Recreation:** -Robinson Family Park – 1200 N. Mt. Juliet Road, Mt. Juliet  
**Amenities:** Wraparound Hiking Trail (1/2 mile), Outdoor Fitness Equipment, Certified Wildlife Habitat (Birds, Bees, Bats, Lady Bugs and Butterflies)

**Greenways:** -Silverstone Senior Living – 320 feet  
 -Cole Preschool – 75 feet  
 -Heatherly Property – 831 feet  
 -West Division Street, Pedestrian Trail and Bikeway – 11,090 feet

**Attractions:** -Mt. Juliet/West Wilson County Senior Activity Center – 2034 N. Mt. Juliet Road, Mt. Juliet

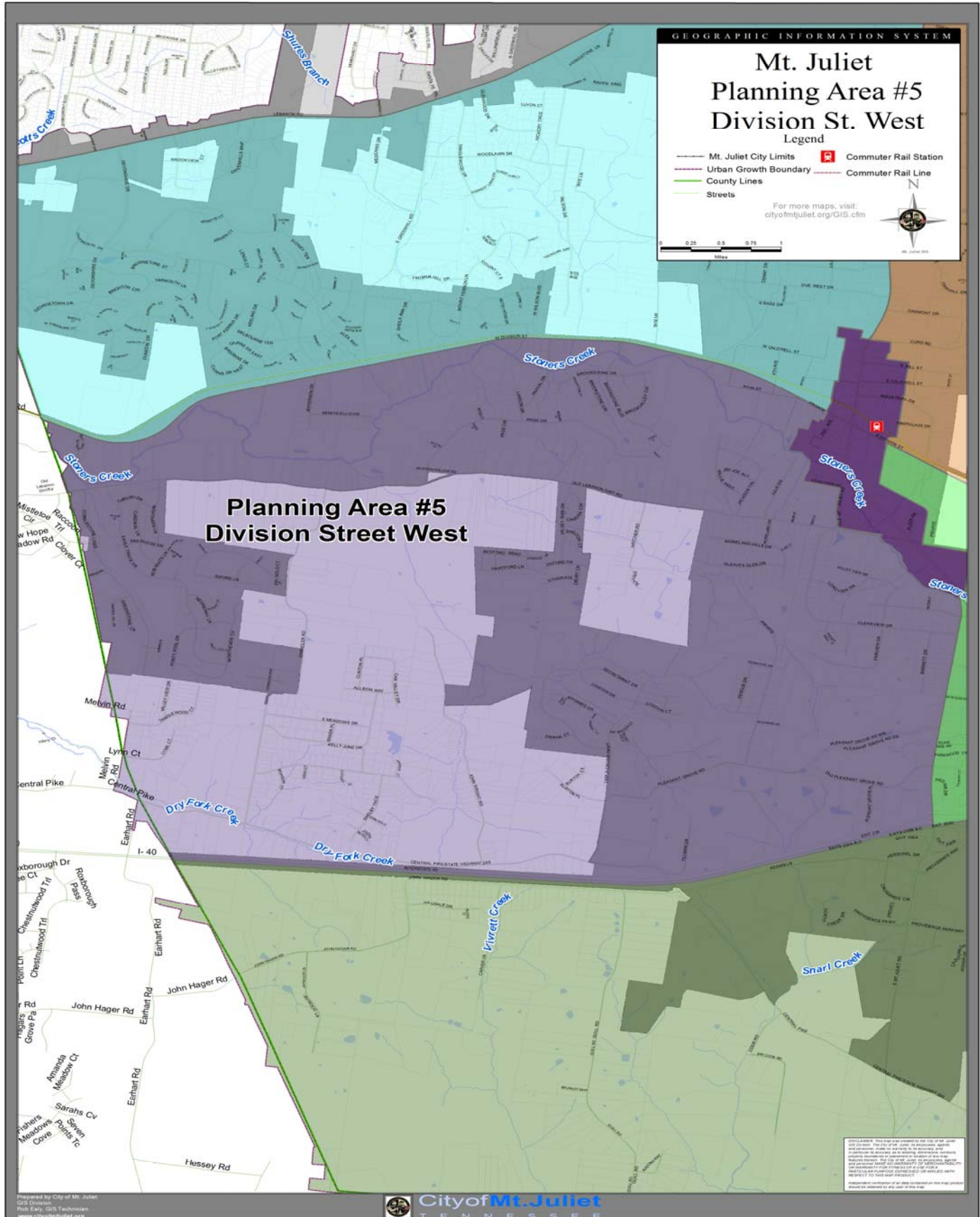
### **Historic Sites/Places of Interest:**

-Chandler Stone Wall – 200 Old Lebanon Dirt Road, Mt. Juliet

## **Planning Issues Identified**

1. Plan for increased Medium Density development.
2. Continue to plan for dedicated Greenways and Bike Lanes.
3. Continue to plan for sidewalk connectivity along N. Mt. Juliet Road.
4. Transportation Projects identified in Nashville MPO's 2040 LRTP:
  - a. Project in current TIP:  
Interchange Lighting at I-40 and N. Mt. Juliet Road
  - b. Short-Range Projects:
    - i. Widening and safety improvement to Old Lebanon Dirt Road.
    - ii. Central Pike Interchange at I-40
    - iii. Mt. Juliet bridge widening over I-40
  - c. Mid-Range Project:  
West Division Street widening from N. Mt. Juliet Road to S. Greenhill Road

<b>Traffic Counts for Planning Area 5</b>						
<b>LOCATION</b>	<b>2010*</b>	<b>2011*</b>	<b>2012*</b>	<b>2013*</b>	<b>2014*</b>	<b>PERCENT CHANGE 2010-2014</b>
West Division Street (0.60 miles west of N. Mt. Juliet Rd. intersection)	8,020	8,120	7,715	8,180	8,198	2.2%
Clearview Drive at N. Mt. Juliet Road intersection	29,665	28,515	29,349	31,121	29,431	-0.8%
Chandler Rafford Road (north of Central Pike)	920	1,019	1,069	1,103	1,143	24%
<i>Source: *Tennessee Department of Transportation</i>						



*MT. JULIET LAND USE AND TRANSPORTATION PLAN UPDATE*

**Land Use Information for Division Street West Planning Area #5**

USE	PARCELS CURRENTLY VACANT WITH DESIGNATED	ACRES CURRENTLY VACANT WITH DESIGNATED	TOTAL ACREAGE WITH DESIGNATED
RESIDENTIAL			
Low Density Residential	26	123.4	1486
Medium Density Residential	91	689.66	2422
High Density Residential	12	28.44	154
Total	129	841.5	4062
PUBLIC/SEMI-PUBLIC			
Schools	1	37.5	47
Parks and Greenways	8	23.8	178
Total	9	61.3	225
COMMERCIAL			
Neighborhood Commercial	3	13.37	117
Thoroughfare Commercial			
Interstate Commercial	23	137	259
Total	26	150.37	376
INDUSTRIAL			
Light Industrial			
Total			0
BUSINESS CENTER/TOWN CENTER/MIXED USE			
Town Center	3	5.22	53
Business Development Center			
Business Dev. Center-Impact Zone			
Mixed Use	3	29.64	318
Total	6	34.86	371
TOTAL FOR ALL USES	170	1088.12	5034
ACREAGE WITH NO LAND USE			10
TOTAL ACREAGE OF PLANNING AREA 5			5044
Source: City of Mt. Juliet GIS			



## **Planning Area 6-Providence**

**Boundaries** – Total Acreage of District is 8,290

**North** – Interstate 40

**East** – UGB

**South** – Central Pike, UGB

**West** – County Line

## **Landmarks and Traffic Generators**

**Schools:** -Rutland Elementary School – 1995 South Rutland Road, Mt. Juliet  
-Primrose School – 111 Belinda Parkway, Mt. Juliet

**Parks/Recreation:** -Sgt. Jerry Mundy Memorial Park – 300 Mundy Memorial Drive, Mt. Juliet  
*Amenities:* Sports Plex, Mundy Park Trail  
-South Mt. Juliet Bark Park – 135 SE Springdale Drive, Mt. Juliet

**Greenways:** -Providence Marketplace – 4,576 feet  
-Providence Residential – 14,048 feet

**Attractions:** -Providence Shopping District, S. Mt. Juliet Rd  
*Amenities:* Dining, Retail, Cinema – Providence 14 – 401 S. Mt. Juliet Road, Mt. Juliet

## **Historic Sites/Places of Interest:**

-PFC. William Edsel Wright Bridge – Stewarts Ferry Pike, Mt. Juliet  
-Suggs creek Cumberland Presbyterian Church – Corinth Road, Mt. Juliet  
-Alford Farm (TN Century Farm, est. 1816)—7800 Central Pike  
-Blue Lake Ranch (TN Century Farm, est. 1891)—8960 Central Pike  
-Baird Farm [TN Century Farm, est. 1801(two parcels)]—off S. Rutland Road

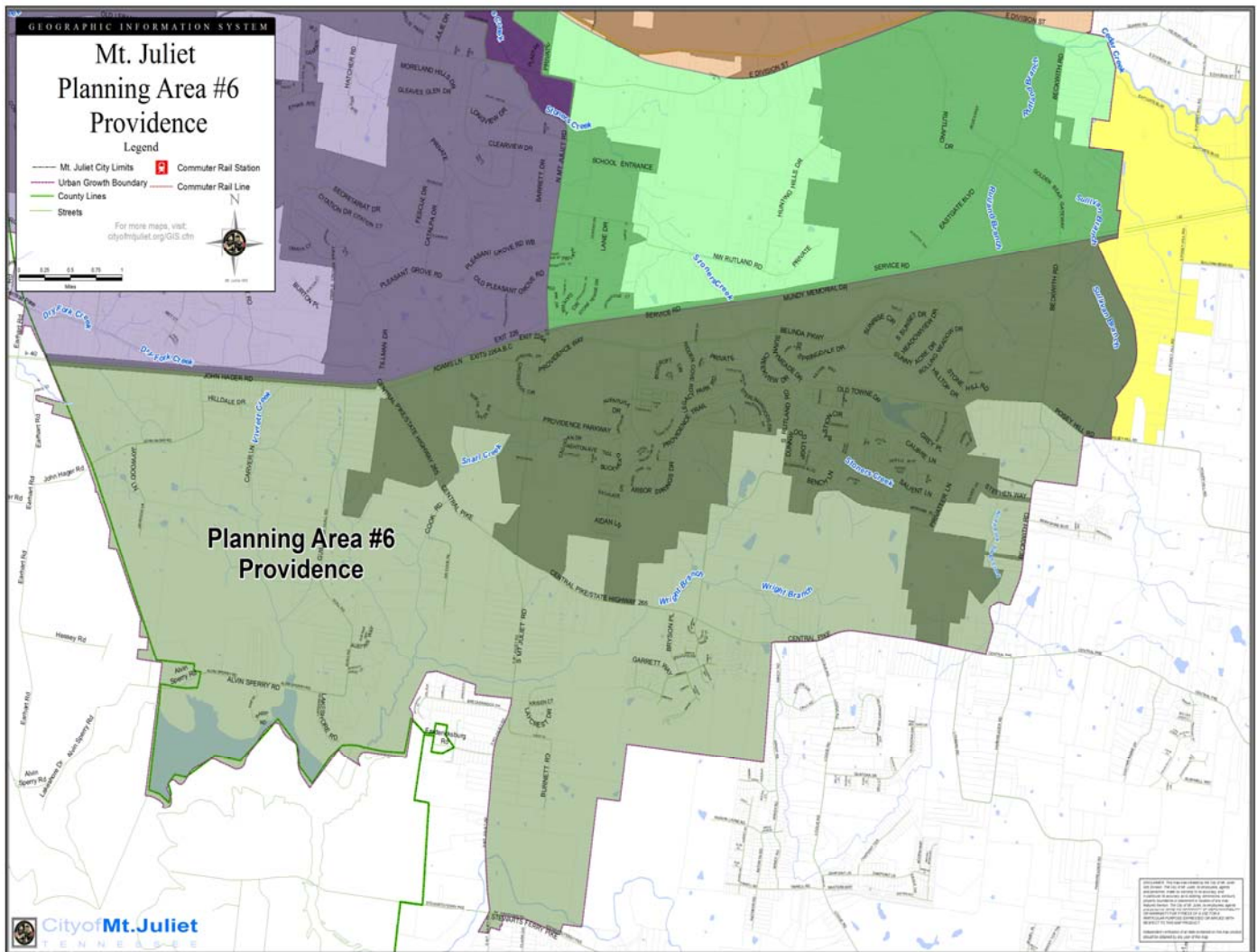
## **Planning Issues Identified**

- 1.Improve infrastructure to facilitate Mixed Use, Interstate Commercial and Medium-High Density Residential.
- 2.Plan for increased use of retail and dining.
- 3.Continue to plan for dedicated Greenways and Bike Lanes/Routes.
- 4.Continue to plan for sidewalk connectivity along S. Mt. Juliet Road.
- 5.Transportation Projects identified in Nashville MPO's 2040 LRTP:
  - a.Projects in current TIP:
    - i. Beckwith Road/East Connector
    - ii. Interchange Lighting at I-40 and N. Mt. Juliet Road
  - b.Short-Range Projects:
    - i. Mt. Juliet bridge widening over I-40
    - ii. S. Mt. Juliet Road widening from Central Pike to Providence Pkwy
    - iii.Central Pike interchange at I-40
    - iv. Belinda Pkwy pedestrian connector
  - c.Mid-Range Project:
    - Central Pike widening from I-40 to S. Mt. Juliet Road
  - d.Long-Range Projects:
    - i. Beckwith Road widening and safety improvements
    - ii.Central Pike widening from S. Mt. Juliet Road to Beckwith Road

**Traffic Counts for Planning Area 6**

LOCATION	2010*	2011*	2012*	2013*	2014*	PERCENT CHANGE 2010-2014
S. Mt. Juliet Road at Providence Pkwy intersection	18,812	18,354	18,110	18,633	18,213	0%
Central Pike (0.40 miles west of S. Mt. Juliet Rd intersection)	3,052	2,987	3,954	3,531	3,515	15%
Belinda Parkway at Sunnymeade Drive intersection	5,600	6,005	6,185	6,465	6,362	14%
Beckwith Road (0.40 miles north of Central Pike intersection)	5,320	4,690	4,080	5,531	5,024	-5.6%
S. Mt. Juliet Road (0.70 miles south of Central Pike intersection)	1,070	1,062	1,256	1,260	1,126	1.3%
Interstate 40 at Beckwith Road overpass	16,221	19,548	16,663	16,353	16,430	3.5%

Source: \*Tennessee Department of Transportation



*MT. JULIET LAND USE AND TRANSPORTATION PLAN UPDATE*

<b>Land Use Information for Providence Planning Area #6</b>			
<b>USE</b>	<b>PARCELS CURRENTLY VACANT WITH DESIGNATED</b>	<b>ACRES CURRENTLY VACANT WITH DESIGNATED</b>	<b>TOTAL ACREAGE WITH DESIGNATED</b>
<b>RESIDENTIAL</b>			
Low Density Residential	4	12.3	163
Medium Density Residential	49	451.11	1895
High Density Residential	25	17.05	1110
<b>Total</b>	<b>78</b>	<b>480.46</b>	<b>3168</b>
<b>PUBLIC/SEMI-PUBLIC</b>			
Schools			40
Parks and Greenways	1	0.3	43
<b>Total</b>	<b>1</b>	<b>0.3</b>	<b>83</b>
<b>COMMERCIAL</b>			
Neighborhood Commercial			
Thoroughfare Commercial			
Interstate Commercial	20	132.29	677
<b>Total</b>	<b>20</b>	<b>132.29</b>	<b>677</b>
<b>INDUSTRIAL</b>			
Light Industrial			
<b>Total</b>			<b>0</b>
<b>BUSINESS CENTER/TOWN CENTER/MIXED USE</b>			
Town Center			
Business Development Center	5	86.4	182
Business Dev. Center-Impact Zone			16
Mixed Use	26	398.66	967
<b>Total</b>	<b>31</b>	<b>485.06</b>	<b>1165</b>
<b>TOTAL FOR ALL USES</b>	<b>130</b>	<b>1098.11</b>	<b>5093</b>
<b>UGB AND WATERWAYS</b>	<b>0</b>	<b>0</b>	<b>3197</b>
<b>TOTAL ACREAGE OF PLANNING AREA 6</b>			<b>8290</b>
Source: City of Mt. Juliet GIS			



## **Planning Area 7-Town Center**

**Boundaries** – Total Acreage of District is approximately 189 acres

**North** – Curd Road at N. Mt. Juliet Road

**East** – Plaza Drive, Mt. Juliet Station property, approx. 1,000 feet down Industrial Dr.

**South** – Old Lebanon Dirt Road

**West** – Convergence of end of Second Avenue to north bank of Stoner's Creek

## **Landmarks and Traffic Generators**

**Schools:** -Cole Academy, located at 4305 Old Lebanon Dirt Rd

**Parks/Recreation:** -Jones Family Park, 1691 N. Mt. Juliet Road

**Greenways:** -Heatherly property, 831 feet; Thompson property, 363 feet;  
Cole Preschool, 75 feet

**Attractions:**

- Mt. Juliet Station (Music City Star)—22 East Division Street. Approximately 220 parking spaces are provided.
- Mt. Juliet City Hall, located at 2425 N. Mt. Juliet Road
- Mt. Juliet Chamber of Commerce, located at 46 W. Caldwell St.
- Mt. Juliet Post Office, located at 2491 N. Mt Juliet Rd
- Mt. Juliet/West Wilson County Senior Citizens Center, 2034 N. Mt. Juliet Rd
- Multiple places of worship
- The Valley Center, 1209-1355 N. Mt. Juliet Rd
- The City Center Building, 1710 N. Mt. Juliet Road
- Sellars Funeral Home, 2229 N. Mt. Juliet Rd
- Town Center Building, 2045 N. Mt. Juliet Rd



**Amenities:**

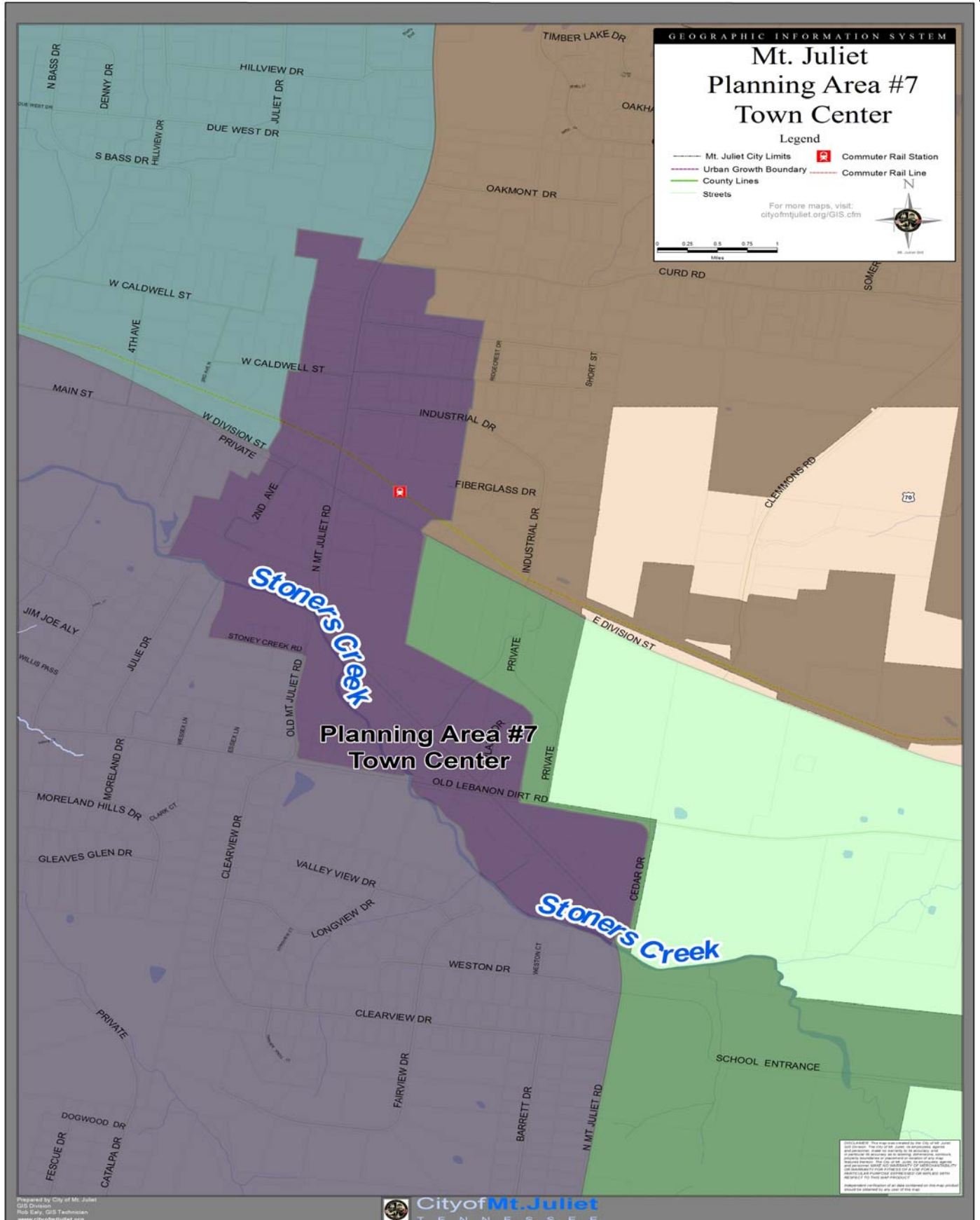
- Multiple retail and restaurants
- Multiple banks and lenders
- Multiple medical clinics

**Historic Sites/Places of Interest:** none

## **Planning Issues Identified**

- 1.Partner with RTA to improve infrastructure and facilitate new development while increasing Music City Star ridership.
- 2.Provide increased guidance in design control of access along major routes within this district.
- 3.Continue to plan for sidewalk connectivity along N. Mt. Juliet Road.
- 4.Plan for proposed park near Stoner's Creek and Senior Citizens Center.
- 5.Improve infrastructure to facilitate Mixed Use developments, with focus around RTA property.
- 6.Plan for increased use of retail and dining.
- 7.Continue to plan for dedicated Greenways and Bike Lanes/Routes.
- 8.Transportation Projects identified in Nashville MPO's 2040 LRTP:
  - a.Project in current TIP:
    - Town Center Trail (from W. Division Street to Music City Star terminal)
  - b.Short-range project:
    - Widening and safety improvement to Old Lebanon Dirt Road
  - c.Mid-range projects:
    - i. West Division Street widening from E. Main Street to N. Mt. Juliet Road
    - ii. East Division Street widening from N. Mt. Juliet Road to west of Clemmons Road

<b>Traffic Counts for Planning Area 7</b>						
<b>LOCATION</b>	<b>2010*</b>	<b>2011*</b>	<b>2012*</b>	<b>2013*</b>	<b>2014*</b>	<b>PERCENT CHANGE 2010-2014</b>
N. Mt. Juliet Road at Creekwood Drive	18,751	17,265	19,789	21,638	20,592	10%
West Division Street (0.60 miles west of N. Mt. Juliet Rd intersection)	8,020	8,120	7,715	8,180	8,198	2.2%
East Division Street (0.50 miles east of N. Mt. Juliet Road intersection)	4,310	4,678	4,250	4,604	4,690	9%
Clearview Drive and N. Mt. Juliet Rd. intersection	29,665	28,515	29,349	31,121	29,431	-0.8%
Source: *Tennessee Department of Transportation						



**Land Use Information for Town Center Planning Area #7**

USE	PARCELS CURRENTLY VACANT WITH DESIGNATED LAND USE	ACRES CURRENTLY VACANT WITH DESIGNATED LAND USE	TOTAL ACREAGE WITH DESIGNATED LAND USE
<b>RESIDENTIAL</b>			
Low Density Residential			
Medium Density Residential	1	0.40	2.24
High Density Residential			
<b>Total</b>			<b>2.24</b>
<b>PUBLIC/SEMI-PUBLIC</b>			
Schools			
Parks and Greenways			
<b>Total</b>			<b>0</b>
<b>COMMERCIAL</b>			
Neighborhood Commercial	1	12.72	30.90
Thoroughfare Commercial			
Interstate Commercial			
<b>Total</b>			<b>30.90</b>
<b>INDUSTRIAL</b>			
Light Industrial			
<b>Total</b>			<b>0</b>
<b>BUSINESS CENTER/TOWN CENTER/MIXED USE</b>			
Town Center	22	24.85	156.21
Business Development Center			
Business Dev. Center-Impact Zone			
Mixed Use			
<b>Total</b>			<b>156.21</b>
<b>TOTAL FOR ALL USES</b>	<b>24</b>	<b>37.97</b>	<b>189.35</b>
<b>ACREAGE WITH NO LAND USE DESIGNATION AND/OR WATERWAYS</b>			
			<b>0</b>
<b>TOTAL ACREAGE OF PLANNING AREA 7</b>			<b>189.35</b>
Source: City of Mt. Juliet GIS			



## 7. BACKGROUND DATA FOR GOAL SETTING

### Historical Background of Mt. Juliet

Mt. Juliet, one of five original communities (Needmore, Green Hill, Mt. Juliet, Belinda City, and Gladeville) that makes up the larger area known as Western Wilson County, was formed in 1835 but incorporated 137 years later. The most widely accepted theory behind the area's name comes from the Mount Juliet Estate, a manor house in County Kilkenny, Ireland. In the earlier days of the Middle Tennessee region, a traveler headed eastward from Nashville on the old Lebanon and Nashville Road (known today as the Old Lebanon Dirt Road) would pass John Taitt's mill on Stoner's Creek, follow a ridge, cross Stoner's Creek again, and top the rise that was known then as the "Mount", a small village on the way to Lebanon located on a high hill. In 1869, this village would be moved to its more present location as a result of the construction of then-Tennessee & Pacific Railroad on the north side of the original site. The village had become known as Mt. Juliet Station.



Mt. Juliet existed for many years as a small unincorporated village. Dwelling densities approached four houses per acre in a small six block area. Commercial facilities were limited to a grocery store, post office, bank and a service station (the bank is recognized as the oldest bank in Wilson County and was the first in the state to be examined by a state bank examiner.) There were also a few customary home occupations, a florist and a dentist's clinic. Here too was the

famous Eagle Tavern, a stopover for many a weary traveler and remained a public inn until about 1850. The community enjoyed a leisurely, unhurried pace, not uncommon in rurally-oriented areas. During this time, the community embraced a forward-thinking, dynamic moving force in Thomas Harvey Freeman. Freeman was a greatly involved educator and school superintendent, businessman, banker, state representative, and newspaper publisher (the *Mt. Juliet News*.)

In the 1940's, Mt. Juliet experienced a period of arson over a course of several months which destroyed several key buildings in the community. Literally rising from the ashes, the community undertook rebuilding with vigor. In 1959, the West Wilson Utility District began constructing water lines, rising to 1,484 customers ten years later, and then 2,225 customer by 1971. That was only the beginning of unprecedented growth during the next decade. Fifteen subdivisions were developed north of Highway 70. After the impoundment and completion of Percy Priest Lake in the late 1960's, residential development and scores of new businesses in the southwest corner of the county moved steadily ahead. Because of this, Mt. Juliet retained its identity as a viable community.

Bounded by the newly finished Interstate 40 to the south and Highway 70 to the north, Mt. Juliet became a legal entity as a result of an election held on December 12, 1972. The community became incorporated with an area of 5.5 square miles and a population of 2,030, an industrial park, and a high school. Mt. Juliet's proximity to Nashville, Percy Priest Lake, Old Hickory Lake, and the completion of I-40 in the late 1960's contributed substantially to Mt. Juliet's residential and commercial expansion and success.



### **Governmental Structure**

Mt. Juliet was incorporated in 1972 and operates on a “City Manager” form of government. The city has five elected leaders: four commissioners (one from each of the city’s four districts) and a mayor, elected at-large, who serves as chairperson of the City Commission. Elected officials, including the mayor, are not employed full-time by the city. The Commission selects and appoints a City Manager, who is employed full-time and runs the city’s business on a day-to-day basis. In November 2006 the citizens of Mt. Juliet converted the city’s charter to home rule. This change will not immediately make any changes in the city charter. Rather, it would alter the manner in which future charter changes are approved. A city which has adopted “home rule” must now submit all proposed charter changes to the voters for approval.

### **Population History and Future Projections**

Analyses of current population counts and population projections should be utilized by each community to develop its respective long-range policy plans. Gauging the rate of growth experienced through population trends, a community can in part plan for ideal orderly growth to accommodate the anticipated population. The growth of Wilson County, which is a part of the 13 -county Nashville Metropolitan Statistical Area (MSA), is directly dependent upon conditions within this broader economic region of which the municipalities are an integral part. Davidson County forms the core and central economic focal point for the MSA due to its traditional variety of economic opportunities. This is supported by commuting pattern trends that have been analyzed over the past 40-50 years. These commuting trends are supported by population increases in the counties of the MSA versus Davidson County, as well as the percentage of MSA residents living and working in their respective communities.

Statewide, Wilson County has risen in ranking in total residential population, from 20<sup>th</sup> of the 95 counties in 1970, to 12<sup>th</sup> by 2010. It is anticipated that Wilson County will continue to rise in ranking by 2035, achieving 9<sup>th</sup> among all Tennessee counties, and 5<sup>th</sup> among MSA counties.

According to the 2010 U.S. Census Bureau, the total population in Mt. Juliet was 23,671, up from

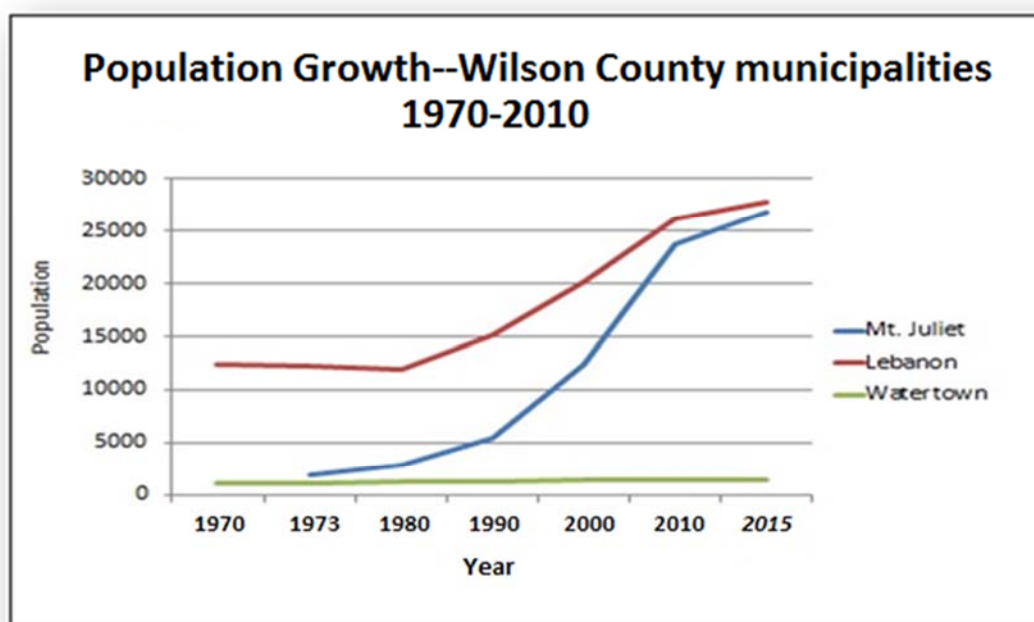
from 12,366 population in the 2000 Census (a 91% increase). The State of Tennessee permits cities to conduct three special censuses between decennial censuses. These censuses only count population and do not collect demographic information. Due to a large amount of new development, the city conducted a special census of Mt. Juliet in 2015, with a population count of 28,156 which represents a 19% growth rate [a 2006 special census was conducted prior, which revealed a population of 20,392]. Since 2010, the population growth for Mt. Juliet has kept pace with Lebanon.

Based on 2040 Regional Transportation Plan and UT State Data Center, the Nashville Area Metropolitan Planning Organization (MPO) projects population for Mt. Juliet and Wilson County. With the high growth rate that Mt. Juliet is experiencing, the population projection for the year 2035 is estimated to be 44,021.

Traffic research based on data from the MPO substantiates a higher growth rate and resulting higher population. Because dramatic increases in traffic volumes are being observed, the Tri-County Transportation Study examined the future land use changes that were likely to occur over the time-line to 2035 (see *traffic research analysis further in this section.*) Comparing the growth rate of population of some longer-established nearby cities, Mt. Juliet's percent of anticipated growth by 2035 is more than double to that of Nashville-Davidson County.

The acceleration in population growth as shown above is further substantiated by the increased levels of residential and commercial/industrial development through the building permits issued from 2011 to 2015. The following table shows the relative strength of the local construction market in terms of producing new units for residential and commercial/industrial purposes for the years 2011 to 2015. On average the city has been issuing approximately 376 residential building permits per year the last five years at an average value of \$160,436 each unit. An average of 624 residential units have been built per year from 2011-2015.

Commercial/Industrial construction during this five year period averaged 16 new-built commercial/industrial building permits per year at an average value of \$2,867,712 each.



**Historic and Projected Population Numbers – Mt. Juliet and Wilson County, TN**

YEAR	WILSON COUNTY	NUMBER CHANGE	PERCENT CHANGE	CITY OF MT. JULIET	NUMBER CHANGE	PERCENT CHANGE
1930	23,929*					
1940	25,267*	1,338	5.5%			
1950	26,318*	1,051	4.1%			
1960	27,668*	1,350	5.1%			
1970	36,999*	9,331	33.7%			
1980	56,064*	13,065	51.5%	2,879*		
1990	67,675*	11,611	20.7%	5,389*	2,510	87%
2000	88,809*	21,134	31.2%	12,366*	6,977	229.1%
2010	113,993*	25,184	28.4%	23,671*	11,305	91%
2015	126,659**	12,666	11.7%	28,156*	4,485	19%
2020	138,561**	11,902	9.4%	35,759**	7,603	27%
2025	160,226**	17,883	12.9%	39,531**	3,772	11%
2030	174,281**	17,837	11.4%	41,428**	1,897	5.8%
2035	191,507**	17,226	9.9%	44,021**	2,593	6.3%

Sources: \*Actual Census Counts

\*\* Nashville Area Metropolitan Planning Organization, based on 2040 Regional Transportation Plan and UT State Data Center

**20 Year Growth Comparisons for Nashville Area MPO (City)**

CITY	2000*	2010*	2015	2020**	2025**	2030**	2035**	PERCENT CHANGE 2015-2035 (20 years)
Nashville	569,891	626,681	671,403**	714,756	734,814	789,590	830,580	23.7%
Murfreesboro	68,816	108,755	129,269**	142,536	146,337	165,824	177,083	37%
Gallatin	23,230	30,278	37,086**	36,452	39,686	42,697	48,754	31.5%
Mt. Juliet	12,366	23,671	28,156*	35,759	39,531	41,428	44,021	56.3%

Sources: \* Actual Census Counts 2000, 2010 and special census for Mt. Juliet 2015

\*\*Nashville Area Metropolitan Planning Organization, based on 2040 Regional Transportation Plan and UT State Data Center



City of Mt. Juliet, Tennessee – Residential Building Permit Data						
YEAR	SINGLE FAMILY PERMITS*	MULTI-FAMILY PERMITS*	MULTI-FAMILY UNITS*	TOTAL RESIDENTIAL PERMITS*	TOTAL RESIDENTIAL UNITS*	RESIDENTIAL VALUE*
2015	296	13	318	309	614	\$123,843,000.00
2014	372	24	463	396	835	\$163,339,510.00
2013	381	15	360	396	741	\$20,254,000.00
2012	424	8	162	432	586	\$121,167,000.00
2011	347	0	0	347	347	\$72,438,000.00
<b>TOTALS (5 years)</b>	<b>1820</b>	<b>60</b>	<b>1303</b>	<b>1880</b>	<b>3123</b>	<b>\$501,041,510.00</b>
Source: *Mt. Juliet Building and Codes Department						

City of Mt. Juliet, Tennessee – Commercial/Industrial Building Permit Data		
YEAR	NEW COMMERCIAL/INDUSTRIAL PERMITS*	COMMERCIAL/INDUSTRIAL VALUE*
2015	16	\$100,523,000.00
2014	13	\$9,241,000.00
2013	16	\$58,720,550.00
2012	17	\$39,359,000.00
2011	16	\$15,838,000.00
<b>TOTALS (5 years)</b>	<b>78</b>	<b>\$223,681,550.00</b>
Source: *Mt. Juliet Building and Codes Department		

The effects of a population base which doubles over the next decade will cause dramatic changes for a city the size of Mt. Juliet. This expanded population will require new areas for residential and business development. Based on the average of residential building units built in the past five years (*624 new units/yr.*), if this trend continues, approximately 12,480 total new housing units will be built by 2035. To house the new population (15,865 new people by 2035) and using an average of 2.6 people per household, approximately 6,101 new housing units will be needed, resulting in a surplus of approximately 6,379 housing units. Additional acreage needs based on the projected population to 2035 results in approximately 15,525 total acres should be provided for new residential purposes.

For Commercial and industrial development, based on the average of permits issued (*16 permits/yr.*), approximately 320 new businesses could be expected in the next 20 years. Additional acreage needs based on the projected population to 2035 results in approximately 4,521 total acres should be provided for new business purposes.

Residential densities allowed by local zoning code are differentiated by three base classifications: low-density, medium-density, and high density residential. Low-density residential is defined by a 1 to 2 units per acre; medium-density residential allows as many as 3 units per acre; and high-density residential

-ential allows up to 4 units per acre (greater densities if a cluster or PUD development.) If conventional subdivision development patterns continue, then the city should be able to accommodate its residential acreage anticipated above. However, if alternative developments (ex. conservation and planned developments, infill developments, and redevelopment projects) are encouraged, the acreage need could decrease by as much as 50% in ideal conditions and availability of all necessary infrastructure.

## Age and Households

Wilson Countians aged 65 and greater have gradually climbed from 10.3% of the population in 1970 to 12.3% by 2010, with a slight drop in percentages from 1980 to 2000. It is projected that the percentage will continue to climb to about 20.5% by 2040. The school age population 19 years of age and under has percentage-wise decreased from 37.1% in 1970 to 27.4% in 2010. The working age population from 20 to 64 has seen a consistent percentage increase from 52.6% in 1970 to 61.6% in 2000, then slightly dropping to 60.4% in 2010.

According to the 2000 census, 61% of Mt. Juliet residents were in the working class range, followed by 33% of residents in the school age range. This left 6% of the population in the retirement age range. The median age range was 34. Compared to the 2010 census, the working class range decreased to 60%, and the school age range decreased to 31%. The retirement age residents increased to almost 9%. The median age range increased to almost 36.

Age characteristics trends are significant in indicating the kinds of services a community must provide its citizens in the future. If the trend of the past forty-fifty years as reflected for the County continues through 2035, it is assumed that Mt. Juliet will likewise mirror a similar trend. Mt. Juliet's local government can expect to serve populations which will have an increasing percentage of their populations beyond working age.

<b>AGE CHARACTERISTICS, WILSON COUNTY 1970-2010</b>					
<b><u>Year</u></b>	<b><u>0-19 / %</u></b>	<b><u>20-64 / %</u></b>	<b><u>65 &amp; Greater /%</u></b>	<b><u>Total Popula- tion /%</u></b>	<b><u>Median Age</u></b>
1970	13,713 (37.1%)	19,470 (52.6%)	3,816 (10.3%)	36,999 (100%)	29.2
1980	19,009 (33.9%)	31,493 (56.2%)	5,562 (9.9%)	56,064 (100%)	30.8
1990	20,475 (30.3%)	40,591 (60.0%)	6,609 (9.8%)	67,675 (100%)	33.4
2000	25,500 (28.7%)	54,729 (61.6%)	8,580 (9.7%)	88,809 (100%)	36.4
2010	31,314 (27.4%)	68,811 (60.4%)	13,868 (12.2%)	113,993 (100%)	39.4
<i>Sources: U.S. Census Bureau 1980, 2000 &amp; 2010 Census; Tennessee Statistical Abstracts 1970 &amp; 1990</i>					

**City of Mt. Juliet and Wilson County, Tennessee – Current Age Breakdown**

AGE IN YEARS	TENNESSEE* MEDIAN AGE IN YEARS – 38.0	WILSON COUNTY* MEDIAN AGE IN YEARS – 39.4	MT JULIET* MEDIAN AGE IN YEARS – 35.7
Under 5 years	407,813	7,318	1,864
5 – 9 years	412,181	8,051	2,002
10 – 14 years	418,941	8,357	1,874
15 – 19 years	437,186	7,588	1,576
20 – 24 years	426,244	5,544	973
25 – 34 years	823,997	13,107	3,251
35 – 44 years	854,130	17,154	4,184
45 – 54 years	926,436	18,572	3,518
55 – 59 years	414,991	7,603	1,232
60 – 64 years	370,724	6,831	1,126
65 – 74 years	487,074	8,618	1,310
75 – 84 years	266,471	3,905	559
85 years and over	99,917	1,345	202
<b>TOTAL</b>	<b>6,346,105</b>	<b>113,993</b>	<b>23,671</b>
Source: *Actual Census Counts 2010			

**2013 Health and Vital Statistics Birth Rate  
Per 1,000 Population for Counties of Tennessee, Residence (Date 2013)**

JURISDICTION	NUMBER	RATE
<b>United States</b>	3,932,181**	12.4**
<b>Tennessee</b>	79,954*	12.3*
Cannon County	130*	9.4*
Davidson County	9,911*	15.0*
Dekalb County	222*	11.6*
Rutherford County	3,742*	13.5*
Smith County	241*	12.6*
Trousdale County	98*	12.5*
Wilson County	1,374*	11.3*
Sources: *Tennessee Department of Health, Vital Statistics ** Center for Disease Control, based on study year 2013		

**2013 Health and Vital Statistics Death Rate  
Per 1,000 Population for Counties of Tennessee, Residence (Data 2013)**

JURISDICTION	NUMBER	RATE
United States	2,956,993**	8.2**
Tennessee	63,199*	9.7*
Cannon County	164*	11.9*
Davidson County	5,077*	7.7*
Dekalb County	254*	13.3*
Rutherford County	1,596*	5.7*
Smith County	217*	11.4*
Trousdale County	72*	9.2*
Wilson County	994*	8.2*

Sources:

\*Tennessee Department of Health, Vital Statistics

\*\* Center for Disease Control, based on study year 2013

**City of Mt. Juliet, Tennessee — Educational Attainment**

CATEGORY	2006-2010 ESTIMATES*	2010-2014 ESTIMATES*	2010-2014 CHANGE
<b>BASED ON POPULATION OF 25 YEARS OR OLDER</b>	<b>13,963</b>	<b>17,433</b>	<b>3,470</b>
Less than High School Graduate	919	1,209	290
High School Graduate (includes equivalency)	3,864	4,395	531
Some College or Associates Degree	4,574	5,854	1,280
Bachelor's degree or Higher	4,606	5,975	1,369

Source: \* US Census Bureau American Community Survey 5-year Estimates



## Housing

Mt. Juliet has had an overall steady increase of housing and housing types over the past decade. This section looks at housing structure types, but also population per households, occupancy rates, ownership versus rental trends, and new construction.

Housing structure types are classified into three basic categories: single-family, multi-family, and mobile home. *Single-family* is defined as a single detached house occupied by a single household. They make up about 82.4% of total housing units, according to the 2014 American Community Survey 5-yr estimates.

*Multi-family* is defined as a residential structure with more than one dwelling unit. This includes duplexes and triplexes, apartments, nursing homes, congregate care facilities and group housing. They make up 13.5% of total housing units.

*Mobile home and other structures* is defined as any manufactured housing unit that does not fall into the previous two categories. They make up 4.1% of the total housing units.

Occupancy rates likewise varied over the past decade. During this time period, occupied housing units increased percentage-wise, achieving an occupancy rate of approximately 95% in 2010, compared to 93% in 2000. The average persons per household (2.6 pph) remained relatively the same from 2000 to 2010, although for owner-occupied units the average was higher at 2.81 pph. This average is expected to gradually decrease in the county by 2035 but unknown if a similar change will occur for the city.

Owner-occupied rates versus owner-occupied has remained relatively stable from 2000 at an 86% owner-occupied rate, but slightly decreased by 2010 to 80% owner-occupied. (*Renter-occupied units increased from 13% in 2000 to 19% in 2010.*) This decrease was in part due to a surge in apartment complexes in the midstate, resulting in a shift away from the homebuyer's market, the latter half of the last decade suffering significant reduction in home sales although the median and mean prices of existing and new homes continued to increase. Another factor in this shift is the national trend that young professionals are driving up the demand for housing that is closer to an urban core like Nashville/Davidson County and larger satellite cities like Lebanon and Mt. Juliet that can offer more walkability/biking incentives to jobs, restaurants, social venues, and athletic facilities that tend to be available more commonly in an urbanized area. Closer proximity to these activities can mean a lesser percentage of income that's dedicated to transportation costs.

### Income and affordability

The city, much like other communities in the midstate, is experiencing a shortfall in affordable housing options. Many of the responses in the survey felt that the development pressures on the area had driven prices beyond the \$80,000-\$100,000 range making it difficult for first-time home buyers to afford housing in the area. They also felt that the lack of diverse housing options has attributed to the rise in property values and rental rates. The lack of affordable homes and rentals has diminished the city's ability to maintain an adequate workforce for attracting new industrial and commercial opportunities. The workforce has little to no option but to live further away from their places of employment and commute, which can impact personal household income. According to the Tennessee Housing Development Agency (THDA), Affordable Housing is defined as housing that costs 30 percent or less than the estimated median household income for households earning 60 percent or less of the median household income. In 2011, approximately half of renter households in the Nashville Metropolitan Statistical Area (MSA) are considered cost-burdened, which means they pay more than 30% of their

income to rent. This compares to owner households spending more than 30% on mortgage, which is approximately 33% in the MSA. As a result, households may elect to live further from their workplace, perhaps in the next city or county, which requires more of their expenditures to be contributed to the commute in fuel cost and maintenance, leaving less of their income for other expenditures.

In recent years, median household income in the MSA counties on average increased from 1999's median income \$41,613, but declined from \$54,760 in 2007 to \$50,530 in 2010. Wilson County's household income went from \$50,140 in 1999 to \$68,236 in 2007 and down to \$59,987 in 2010, compared to the city's median income increase from \$70,102 to \$73,512. Higher unemployment,

Mortgage and Rent as a Percentage of Household Income Nashville MSA						
County/State	Gross Rent			Mortgage monthly owner cost		
	30% or more of household income			30% or more of household income		
	<u>1999</u>	<u>2011</u>	<u>% Change</u>	<u>1999</u>	<u>2011</u>	<u>% Change</u>
Cannon	28.6	32.7	14.3	16.9	42.3	150.3
Cheatham	31.6	60.6	91.8	20.7	30.8	48.8
Davidson	35.6	50.9	43.0	21.6	36.6	69.4
Dickson	34.5	50.2	45.5	17.1	33.3	94.7
Hickman	27.3	40.6	48.7	21.7	31.1	43.3
Macon	31.5	48.6	54.3	15.0	37.7	151.3
Robertson	31.0	45.6	47.1	21.2	33.5	58.0
Rutherford	40.2	49.3	22.6	19.0	28.0	47.4
Smith	29.7	50.4	69.7	19.5	26.3	34.9
Sumner	36.8	44.1	19.8	20.2	31.8	57.4
Trousdale	30.4	46.6	53.3	16.7	35.0	109.6
Williamson	32.2	45.1	40.1	20.6	28.8	39.8
<b>Wilson</b>	<b>33.5</b>	<b>49.7</b>	<b>48.4</b>	<b>18.3</b>	<b>29.5</b>	<b>61.2</b>
NASHVILLE MSA	32.5	47.3	45.5	19.1	32.6	70.7
TENNESSEE	34.1	50.3	47.5	19.7	32.5	65.0

Sources: 2000 Census and 2007-2011 American Community Survey, U.S. Census Bureau

foreclosures and stricter underwriting standards in recent years had pushed some households away from homeownership, which tightened the rental market and added to the shift towards renting over homeownership. This increasing demand in rental units in turn drove the rental costs up. In 2014, approximately 2,116 housing units were in rental space, compared to 2010's 1,349 housing units, an increase of just over 36%.

The increase in owner housing units also increased but at half the rate (*approximately 7,659 units in 2014 versus 6,458 units in 2010, a 16% increase.*) Contributing to this shift is the increase in percentage amount of income towards rental costs and mortgage costs. In 2010, 30% or more of household income towards paying rent for housing in the city was an average of 49.4% which stayed virtually the same by 2014. Of owner-occupied units, it was at 22% in 2010 with homeowner mortgage payments, while just over 21% by 2014. Those making less than \$50,000 in annual salary make up the majority of renters in Mt. Juliet, spending 30% or more of their income for housing in both 2010 and 2014 reports, while those making greater than \$50,000 make up the majority of homeowners, and spend less than 30% of their income on housing. With the more recent upswing in the economy, and more building permits issued in the past 4 years, it is anticipated to see a resurgence in home ownership as well as rental properties in Mt. Juliet.

A recent report from the National Association of Realtors indicates that approximately 33 percent of homes sold in 2014 were purchased by first-time buyers. Factors such as rising home prices are not keeping first-time buyers out of the market. In July 2012, the median price of a house in the Nashville region was \$181,250, according to the Greater Nashville Association of Realtors. In mid-2015, the median price for a home was \$234,900.

Instead of being discouraged by rising prices, many first-time buyers see home ownership as a better investment than paying monthly rent, which has also gone up. The average monthly rent for an apartment within 10 miles of Nashville was \$1,301 in May 2015. Compared to May 2012, the average rent was \$977. It's possible to buy a \$170,000 house and have a monthly payment of \$1,210. A \$200,000 house would have a payment of about \$1,400. These monthly payments would be available to someone participating in the Great Choice loan program offered by the THDA, which helps people with "moderate, middle incomes" buy a house. This program offers 30-year fixed-rate loans to qualified first-time buyers, military veterans and, in 55 Tennessee counties, repeat homebuyers, with down payment assistance worth up to 4 percent of the home's price. According to THDA, the typical THDA customer is a first-time buyer with income of \$70,000 and a credit score above 680 and borrowing an average of \$125,000. A recent news source quoted a first-time homebuyer in Mt. Juliet. By finding THDA by "googling down payment assistance," the home was recently purchased in Mt. Juliet after saving money and establishing credit for years renting a mobile home for just \$650 per month. –Source: *The Tennessean*, article from the August 20, 2015 edition.

The inclusion of an effective affordable housing incentive program is recommended. Such a program can remedy a multitude of issues the city currently faces when looking at reducing commute times, maintaining infrastructure, or improving levels of transportation service for existing roadways while providing opportunities for multimodal transportation options. Affordable housing provides housing opportunities for a diverse workforce desiring to live and play closer to their workplace. Affordable housing allows for appropriate types of housing that allows residents to live in Mt. Juliet throughout the different stages of their lives.

It is recommended that the city work to encourage developers to increase the supply of affordable housing to provide for housing choices for its anticipated workforce. In an effort to achieve this, it is recommended that a combination of infill, housing rehabilitation/redevelopment, and new land be made available within the city's targeted areas for residential growth, particularly areas already served by adequate utilities and roadways with sufficient capacity such as older developed areas of the city, thus reducing the cost to the city. Clustering and planned developments should be encouraged, which can effectively reduce demand on infrastructure, if designed carefully, achieve land conservation, and gain higher densities.

The city should also consider a more thorough housing study which would include identifying targeted areas for new development, redevelopment, and infill, specifying policy goals (example goals could include affordable housing options, transit-oriented development incentives), and implementation measures in order to capitalize on THDA's tax credit grant opportunities. This study could be executed through a Community Revitalization Plan. These methods consolidate costs for providing services and development costs, resulting in more economically sound growth.

**City of Mt. Juliet and Wilson County, Tennessee — Housing Occupancy**

CATEGORY	WILSON COUNTY*	MT. JULIET*	
		2010	2000
<b>Housing Occupancy</b>			
Total Housing Units	45,568	9,046	4,673
Occupied Housing Units	42,563	8,562	4,341
Vacant Housing Units Total	3,005	484	332
For Rent	818	113	35
Rented, not occupied	43	19	15
For sale only	661	154	128
Sold, not occupied	168	49	-
For seasonal, recreational, or occasional use	361	33	54
All other vacant	954	116	100
Homeowner Vacancy Rate	1.9%	2.2%	2.1
Rental Vacancy Rate	8.4%	6.3%	8.6

**City of Mt. Juliet and Wilson County, Tennessee — Housing Tenure**

CATEGORY	WILSON COUNTY*	MT. JULIET*	
		2010	2000
Occupied Housing Units	42,563	8,562	4,341
Owner — Occupied	33,730	6,908	3,748
Population in owner-occupied housing units	90,374	19,385	10,756
Avg. Household size of owner — occupied unit	2.68	2.81	2.87
Renter - Occupied Housing Units	8,833	1,654	593
Population in renter-occupied housing units	22,387	4,188	1,494
Avg. Household size of renter — occupied unit	2.53	2.53	2.52

Source: \*US Census Bureau, 2010 Decennial Census



<b>Property Tax Rates for Surrounding Counties and County Seats</b>						
COUNTY	CITY	SPECIAL SCHOOL DISTRICT/ FIRE DISTRICT	RATES			
			COUNTY RATE*	CITY RATE*	SSD/FIRE*	TOTAL
Cannon	Woodbury		\$2.53	\$1.06		\$3.59
Davidson	Nashville		\$3.92	\$0.592		\$4.516
Dekalb	Smithville		\$1.62	\$0.649		\$2.269
Rutherford	Murfreesboro		\$2.4867	\$1.2066		\$3.6933
Smith	Carthage		\$2.32	\$0.9704		\$3.2904
Trousdale	Hartsville		\$3.12	\$1.1399		\$4.2599
Wilson	Lebanon	SSD	\$2.5704	\$0.6075	\$0.45	\$3.6279
Wilson	Mt. Juliet	FD	\$2.5704	\$0.200		\$2.7704

Source: \*Tennessee Comptroller, Division of Property Assessment, 2014 Tax Rate. Rate per \$100 of assessment

<b>City of Mt Juliet and State of Tennessee Housing Market</b>		
CATEGORY	MT JULIET*	STATE OF TENNESSEE*
Average Home Price	\$315,400	\$129,000
Average Home Price per sq. ft.	\$119	\$65
% of all Home for Sale	3%	4%
Average Sale Price	\$262,950	\$159,950
Average Sale Price per sq. ft.	\$120	\$91

Source: \*Realtor.com

<b>City of Mt Juliet, Wilson County and State of Tennessee Rental Market</b>			
BEDS	MT JULIET*	WILSON COUNTY*	STATE OF TENNESSEE*
1	\$790	\$790	\$1,185
2	\$1,850	\$1,850	\$2,179
3	\$1,608	\$1,602	\$1,386
4	\$2,465	\$2,306	\$1,988

Source: \*Realtor.com

**City of Mt. Juliet, Tennessee – Household Income**

CATEGORY	2006-2010 ESTIMATES*	2010-2014 ESTIMATES*	2010-2014 CHANGE
<b>TOTAL HOUSEHOLDS</b>	<b>7,807</b>	<b>9,775</b>	<b>1968</b>
Less than \$10,000	247	248	1
\$10,000 - \$14,999	188	257	69
\$15,000 - \$19,999	178	361	183
\$20,000 - \$24,999	204	397	193
\$25,000 - \$29,999	273	337	64
\$30,000 - \$34,999	316	314	-2
\$35,000 - \$39,999	414	433	19
\$40,000 - \$44,999	265	351	86
\$45,000 - \$49,999	360	359	-1
\$50,000 - \$59,999	776	885	109
\$60,000 - \$74,999	1,010	1,055	45
\$75,000 - \$99,999	1,427	1,903	476
\$100,000 - \$124,999	1,034	1,380	346
\$125,000 - \$149,999	511	562	51
\$150,000 - \$199,999	296	646	350
\$200,000 or more	308	287	-21
<b>MEDIAN HOUSEHOLD INCOME</b>	<b>\$70,102</b>	<b>\$73,512</b>	<b>\$3,410</b>

Source: US Census Bureau, 2010 Decennial Census

\*US Census Bureau American Community Survey 5-year Estimates

**Mortgage and Rent as a Percentage of Household Income**

	<b>Mount Juliet , Tennessee</b>					
	Occupied housing units		Owner-occupied housing units		Renter-occupied housing units	
	2014 Estimate	2010 Estimate	2014 Estimate	2010 Estimate	2014 Estimate	2010 Estimate
Occupied housing units	9,775	7,807	7,659	6,458	2,116	1,349
HOUSEHOLD INCOME (IN INFLATION-ADJUSTED DOLLARS)						
Less than \$5,000	1.7%	1.0%	1.6%	0.2%	2.2%	4.9%
\$5,000 to \$9,999	0.8%	2.2%	0.2%	0.7%	2.8%	9.0%
\$10,000 to \$14,999	2.6%	2.4%	1.7%	1.8%	6.0%	5.3%
\$15,000 to \$19,999	3.7%	2.3%	0.9%	1.0%	13.9%	8.5%
\$20,000 to \$24,999	4.1%	2.6%	2.7%	1.7%	9.2%	7.0%
\$25,000 to \$34,999	6.7%	7.5%	6.0%	6.3%	9.1%	13.4%
\$35,000 to \$49,999	11.7%	13.3%	9.8%	12.8%	18.5%	15.7%
\$50,000 to \$74,999	19.8%	22.9%	22.5%	24.7%	10.3%	14.2%
\$75,000 to \$99,999	19.5%	18.3%	19.2%	18.6%	20.4%	16.8%
\$100,000 to \$149,999	19.9%	19.8%	23.8%	22.9%	5.6%	5.1%
\$150,000 or more	9.5%	7.7%	11.7%	9.4%	1.9%	0.0%
<b>Median household income (dollars)</b>	<b>73,512</b>	<b>70,102</b>	<b>82,016</b>	<b>75,861</b>	<b>39,583</b>	<b>36,392</b>
<b>MONTHLY HOUSING COSTS</b>						
Less than \$100	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
\$100 to \$199	0.3%	0.7%	0.3%	0.8%	0.0%	0.0%
\$200 to \$299	2.0%	3.3%	2.3%	4.0%	0.9%	0.0%
\$300 to \$399	5.5%	5.9%	7.1%	6.9%	0.0%	1.3%
\$400 to \$499	5.2%	3.1%	5.7%	3.7%	3.4%	0.0%
\$500 to \$599	4.6%	4.0%	4.2%	3.0%	5.8%	8.8%
\$600 to \$699	2.5%	1.9%	2.3%	1.9%	3.0%	1.9%
\$700 to \$799	3.5%	5.6%	2.5%	3.7%	7.5%	14.7%
\$800 to \$899	4.3%	7.2%	1.7%	4.8%	13.9%	18.5%
\$900 to \$999	6.6%	4.5%	4.4%	4.5%	14.6%	4.7%
\$1,000 to \$1,499	30.1%	34.5%	30.1%	34.1%	30.1%	36.4%
\$1,500 to \$1,999	22.9%	18.9%	24.7%	22.5%	16.4%	1.7%
\$2,000 or more	12.1%	9.2%	14.7%	10.2%	2.8%	4.4%
No cash rent	0.3%	1.3%	(X)	(X)	1.5%	7.7%
<b>Median (dollars)</b>	<b>1,256</b>	<b>1,204</b>	<b>1,336</b>	<b>1,270</b>	<b>1,001</b>	<b>921</b>

Table continued on next page

MT. JULIET LAND USE AND TRANSPORTATION PLAN UPDATE

	Occupied housing units		Occupied housing units		Owner-occupied housing units	
	2014 Estimate	2010 Estimate	2014 Estimate	2010 Estimate	2014 Estimate	2010 Estimate
MONTHLY HOUSING COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME IN THE PAST 12 MONTHS						
Less than \$20,000	7.9%	6.5%	3.6%	3.5%	23.8%	20.8%
Less than 20 percent	0.1%	0.2%	0.1%	0.2%	0.0%	0.0%
20 to 29 percent	0.4%	0.2%	0.3%	0.3%	0.9%	0.0%
30 percent or more	7.4%	6.1%	3.2%	3.0%	22.9%	20.8%
\$20,000 to \$34,999	10.5%	10.2%	8.6%	8.0%	17.2%	20.5%
Less than 20 percent	2.0%	1.8%	2.6%	2.2%	0.0%	0.0%
20 to 29 percent	2.7%	1.5%	1.7%	0.6%	6.1%	6.1%
30 percent or more	5.8%	6.8%	4.3%	5.2%	11.1%	14.4%
\$35,000 to \$49,999	11.7%	13.3%	9.8%	12.8%	18.5%	15.7%
Less than 20 percent	2.3%	3.7%	2.9%	4.5%	0.0%	0.0%
20 to 29 percent	2.6%	3.0%	1.4%	2.6%	6.6%	5.2%
30 percent or more	6.9%	6.6%	5.5%	5.8%	12.0%	10.5%
\$50,000 to \$74,999	19.8%	22.5%	22.5%	24.7%	10.3%	12.1%
Less than 20 percent	6.9%	8.8%	8.5%	9.5%	1.3%	5.6%
20 to 29 percent	8.0%	7.8%	8.4%	8.8%	6.5%	2.7%
30 percent or more	5.0%	5.9%	5.7%	6.4%	2.5%	3.7%
\$75,000 or more	48.9%	45.4%	54.7%	50.8%	27.9%	19.5%
Less than 20 percent	34.9%	34.4%	39.1%	38.4%	19.6%	15.1%
20 to 29 percent	11.7%	10.0%	12.8%	11.2%	7.5%	4.4%
30 percent or more	2.3%	1.1%	2.7%	1.3%	0.9%	0.0%
Zero or negative income	0.8%	0.8%	0.8%	0.2%	0.7%	3.8%
No cash rent	0.3%	1.3%	(X)	(X)	1.5%	7.7%
Sources: 2006-2010 & 2011-2014 American Community Surveys, 5-Year Estimates						



## Employment

Current employment data from the U.S. Census Bureau shows the majority of residents are employed in the fields of education, health care, and social services. Many residents also work in retail trade. Comparative data (Table 1) using 05-09 and 09-13 Census Bureau ACS data shows a major employment increase in public administration, at 118.5%. Arts, entertainment, and food services account for a 52.2% increase, followed by retail trade at 51.7%. Decreases in employment were also evident in the data, including 210 less people working in the field of transportation, warehousing, and utilities, 28.5% less than in the 05-09 ACS survey. Construction and wholesale trade also experienced significant decreases.

In terms of future growth, increases would likely level off for public administration, but remain strong in retail trade and the service industry. Given the recent industrial growth within Mt. Juliet, manufacturing and warehousing should see increased employment trends. Education, health care, and social assistance typically will continue a steady increase. Construction employment tends to be volatile, but will likely see more residents employed in the field due to the surge in the economy and local growth in Mt. Juliet. Sectors such as agriculture are expected to have fewer residents in the field as a result of less open space to farm.

While economic development can be viewed in terms of population, income, and employment, another measure of economic growth lies with the spending habits of the population. Retail sales trends can show what the population spends their income on besides transportation and housing.

**Labor Force (LF), Number Employed (#), & Unemployment Rate (UR) MSA Counties 2000-2012**

	2000 to 2001		2011 to 2012	
	LF / # / UR	LF / # / UR	LF / # / UR	LF / # / UR
Cannon	5,030 / 4,820 / 4.2%	5,150 / 4,900 / 4.9%	6,535 / 5,943 / 9.0%	6,606 / 6,123 / 7.3%
Cheatham	19,750 / 19,300 / 2.3%	20,030 / 19,470 / 2.8%	20,444 / 18,668 / 8.7%	20,733 / 19,233 / 7.2%
Davidson	304,950 / 296,100 / 2.9%	308,190 / 298,690 / 3.1%	330,838 / 303,571 / 8.2%	335,020 / 312,761 / 6.6%
Dickson	22,020 / 21,230 / 3.6% (#6)	22,350 / 21,410 / 4.2% (#7)	24,830 / 22,412 / 9.7%	25,126 / 23,091 / 8.1%
Hickman	7,680 / 7,340 / 4.4%	7,980 / 7,530 / 5.6%	10,414 / 9,285 / 10.8%	10,533 / 9,566 / 9.2%
Macon	8,810 / 8,460 / 4.0%	8,940 / 8,300 / 7.2%	10,884 / 9,803 / 9.9%	11,009 / 10,100 / 8.3%
Robertson	29,440 / 28,400 / 3.5%	29,890 / 28,650 / 4.1%	34,635 / 31,725 / 8.4%	35,167 / 32,686 / 7.1%
Rutherford	97,890 / 95,040 / 2.9%	99,420 / 95,870 / 3.6%	144,066 / 132,515 / 8.0%	145,966 / 136,526 / 6.5%
Smith	9,440 / 9,030 / 4.3%	9,370 / 8,910 / 4.9%	9,202 / 8,322 / 9.6%	9,274 / 8,575 / 7.5%
Sumner	69,810 / 67,680 / 3.1%	71,470 / 68,270 / 4.5%	84,135 / 77,315 / 8.1%	85,354 / 79,656 / 6.7%
Trousdale	2,040 / 1,940 / 4.9%	2,060 / 1,850 / 10.2%	3,728 / 3,327 / 10.8%	3,731 / 3,428 / 8.1%
Williamson	69,160 / 67,880 / 1.9%	70,010 / 68,470 / 2.2%	97,388 / 91,239 / 6.3%	99,322 / 94,000 / 5.4%
<b>Wilson</b>	<b>48,410 / 46,930 / 3.1% (t#5)</b>	<b>49,080 / 47,340 / 3.5% (#4)</b>	<b>61,982 / 57,217 / 7.7% (#2)</b>	<b>63,000 / 58,950 / 6.4% (#2)</b>
<b>Tennessee</b>	<b>2,798,400 / 2,688,200 / 3.9%</b>	<b>2,817,700 / 2,691,700 / 4.5%</b>	<b>3,099,921 / 2,846,247 / 8.2%</b>	<b>3,118,223 / 2,827,916 / 9.3%</b>

Sources: Tennessee Statistical Abstract 2000 and 2012 Business and Economic Research Center, Jones College of Business, Middle Tennessee State University.

The past four decades have shown a lower than average unemployment rate for Wilson County as compared to other MSA counties and the State average. The table below shows the labor force and employment numbers and unemployment rates for each of the MSA counties over the past decade along with the State's numbers and rates. With the downturn of the national economy in the past several years, the unemployment rate for Wilson County and the MSA counties steadily climbed, although in 2011 & 2012 the county achieved its best ranking as 2<sup>nd</sup> lowest unemployment rate. At the time of this analysis, for January 2014, Wilson County's Labor Force was 62,456, of which 59,119 were employed, resulting in a 5.3% unemployment rate, compared to a 7.0% rate the year before.

<b>City of Mt. Juliet, Tennessee – Employment Industry by Work Category</b>			
<b>SUBJECT*</b>	<b>2006-2010* ESTIMATES</b>	<b>2010-2014* ESTIMATES</b>	<b>2010-2014 CHANGE (#)</b>
<b>Civilian Employed Occupa- tion 16 years and over</b>	<b>11,359</b>	<b>13,279</b>	<b>1920</b>
Agricultural, Forestry, Fishing, Hunting & Mining	52	51	-1
Construction	721	698	-23
Manufacturing	1,160	1,137	-23
Wholesale Trade	664	510	-154
Retail Trade	1,297	1,920	623
Transportation and Warehousing and Utilities	525	549	24
Information	510	353	-157
Finance & Insurance, Real Estate and Rental Land Leasing	869	1,131	262
Professional, Scientific and Management & Administrative and Waste Management Services	909	1,687	778
Education Services and Health Care & Social Assistance	2,782	2,649	-133
Arts, Entertainment & Recreation and Accommoda- tion and Food Services	973	1,272	299
Other Service, except Public Administrative	521	703	182
Public Administrative	376	619	243
Source: *US Census Bureau American Community Survey 5-year Estimates			

Projected Employment for Wilson County 2020-2040			
Type of Occupation	2020 # / %	2030 # / %	2040 # / %
Farming, forestry, fishing & other	1,890 / 2.9%	1,970 / 2.4%	2,040 / 2.0%
Construction & extraction	4,840 / 7.4%	6,050 / 7.3%	7,540 / 7.3%
Utilities	140 / 0.2%	140 / 0.2%	140 / 0.1%
Manufacturing	4,010 / 6.1%	3,820 / 4.6%	3,630 / 3.5%
Retail & wholesale trade	13,180 / 20.1%	17,660 / 21.4%	23,200 / 22.4%
Transportation & warehousing	2,600 / 4.0%	3,100 / 3.8%	3,630 / 3.5%
Information, professional, & tech services	5,050 / 7.7%	7,300 / 8.9%	10,460 / 10.1%
Finance & insurance	2,540 / 3.9%	3,280 / 4.0%	4,190 / 4.1%
Real estate, rental, & lease	3,430 / 5.2%	4,580 / 5.6%	6,080 / 5.9%
Management & enterprises	610 / 0.9%	570 / 0.7%	490 / 0.5%
Administrative & waste services	4,170 / 6.4%	5,150 / 6.2%	6,090 / 5.9%
Educational services	1,150 / 1.8%	1,370 / 1.7%	1,600 / 1.5%
Health care & social assistance	5,810 / 8.9%	7,970 / 9.7%	10,670 / 10.3%
Arts, entertainment, & recreation	1,500 / 2.3%	1,920 / 2.3%	2,450 / 2.4%
Accommodation & food services	4,320 / 6.6%	4,900 / 5.9%	5,450 / 5.3%
Other services	4,250 / 6.5%	5,540 / 6.7%	7,120 / 6.9%
Government	5,920 / 9.0%	7,160 / 8.7%	8,590 / 8.3%
<b>Total Employees</b>	<b>65,420 / 100%</b>	<b>82,490 / 100%</b>	<b>103,360 / 100%</b>
The Manufacturing sector consists of jobs in construction, extraction, utilities, and manufacturing; the Farming sector consists of jobs in farming, forestry, and fishing; the Government sector consists of jobs at the Federal, State, and local levels; and the Services sector consists of all remaining jobs combined.			
Source: Woods and Poole, 2014			

**Projected Employment and % Employment in Nashville MSA 2020-2040**

County	2020	2030	2040
Cannon	6,110 / 0.5%	6,860 / 0.5%	7,630 / 0.4%
Cheatham	18,090 / 1.5%	21,360 / 1.5%	25,120 / 1.4%
Davidson	619,860 / 51.5%	717,930 / 49.3%	832,360 / 47.0%
Dickson	27,040 / 2.2%	31,700 / 2.2%	36,840 / 2.1%
Hickman	7,020 / 0.6%	7,570 / 0.5%	8,170 / 0.5%
Macon	9,630 / 0.8%	10,730 / 0.7%	11,970 / 0.7%
Robertson	32,170 / 2.7%	38,260 / 2.6%	45,370 / 2.6%
Rutherford	163,070 / 13.6%	204,290 / 14.0%	256,540 / 14.5%
Smith	8,570 / 0.7%	9,340 / 0.6%	10,160 / 0.6%
Sumner	67,650 / 5.6%	80,970 / 5.6%	96,170 / 5.4%
Trousdale	6,660 / 0.6%	7,710 / 0.5%	8,930 / 0.5%
Williamson	171,340 / 14.2%	238,410 / 16.4%	328,730 / 18.6%
<b>Wilson</b>	<b>65,420 / 5.4%</b>	<b>82,490 / 5.7%</b>	<b>103,360 / 5.8%</b>
<b>Total MSA</b>	<b>1,202,630 / 100%</b>	<b>1,457,620 / 100%</b>	<b>1,771,350 / 100%</b>

Source: Woods and Poole, 2014

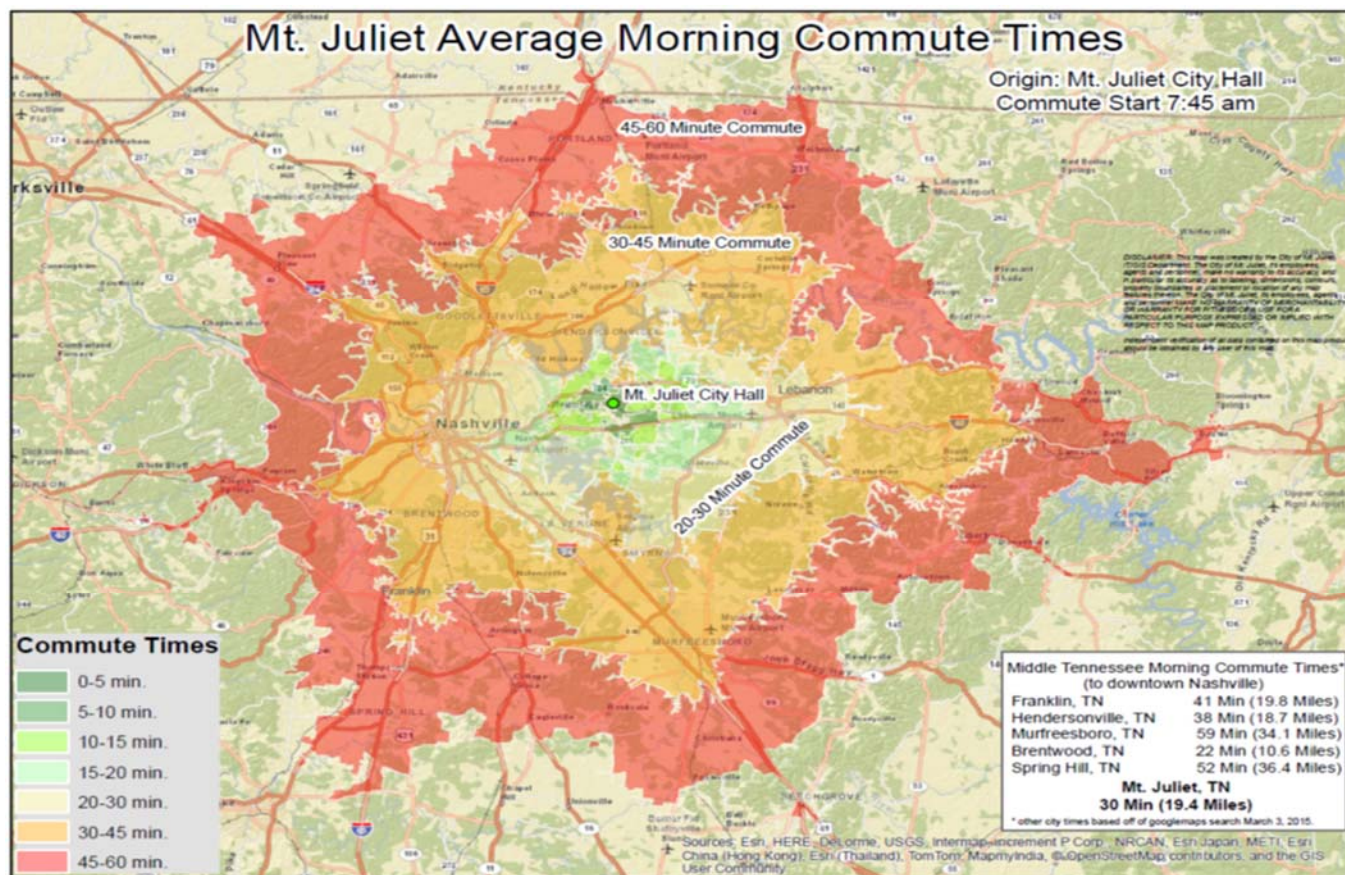
**Projected Retail Sales—Wilson County to 2040 (in millions of dollars)**

	2020	2030	2040
<b>Motor vehicles &amp; parts</b>	58.4	61.3	128.1
<b>Furniture &amp; home furnishings</b>	6.6	7.5	10.6
<b>Electronics &amp; appliance stores</b>	2.9	3.2	4.3
<b>Building materials &amp; garden</b>	16.6	31.6	48.2
<b>Food &amp; beverage stores</b>	52.8	79.8	93.8
<b>Health &amp; personal care</b>	7.5	10.1	18.8
<b>Gasoline stations</b>	39.7	94.3	100.7
<b>Clothing &amp; accessories</b>	12.9	15.1	16.9
<b>Sporting goods, hobby, books</b>	4.0	5.46	10.4
<b>General merchandise stores</b>	14.2	20.1	37.6
<b>Miscellaneous stores</b>	6.4	5.9	11.1
<b>Nonstore retailers</b>	3.5	3.3	6.1
<b>Eating &amp; drinking places</b>	15.8	24.6	50.8
<b>Total retail sales</b>	<b>241.4</b>	<b>362.2</b>	<b>537.3</b>

Source: Woods and Poole 2014



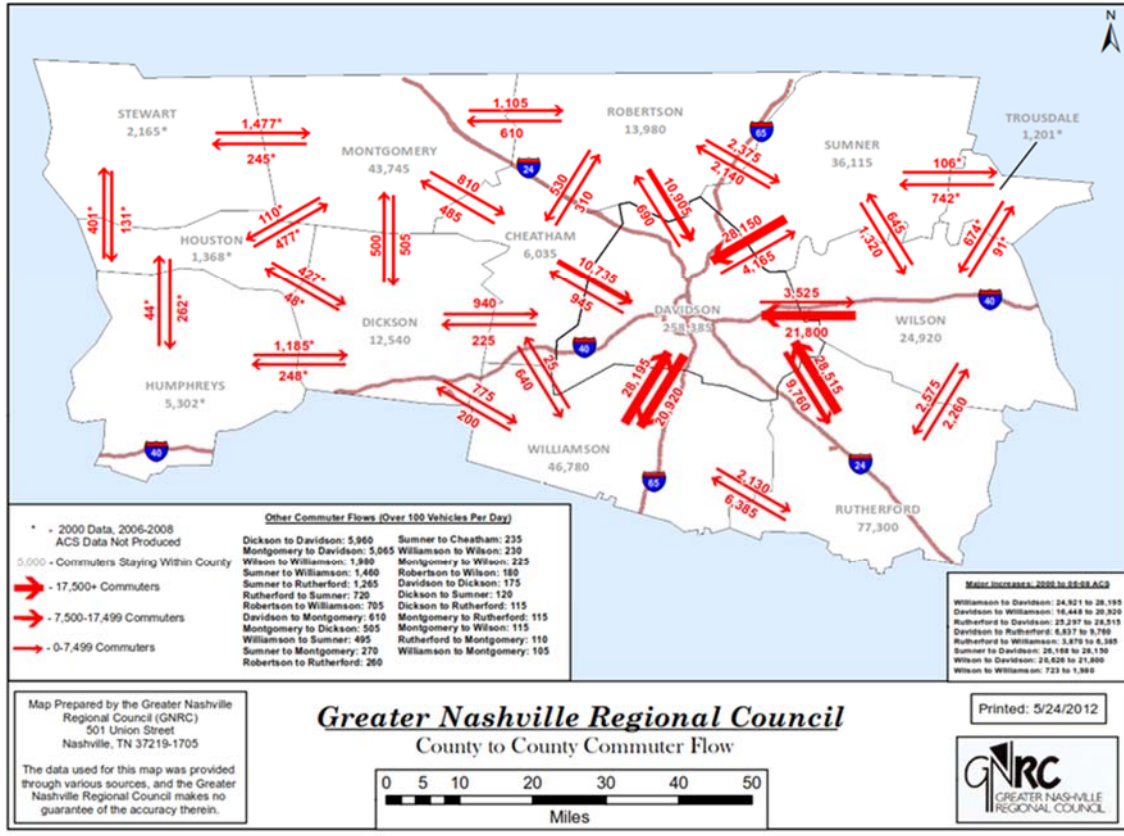
## Commuting Patterns and Transportation



### City of Mt. Juliet, Tennessee – Commuting to Work

CATEGORY	YEAR		TOTAL
<b>TRANSIT RIDER</b>			
Music City Star	2009		182,042*
<b>COMMUTING TO WORK</b>			
	<b>2006-2010 Estimates**</b>	<b>2010-2014 Estimates**</b>	<b>2010-2014 Change</b>
Workers 16 years and over	11,113	13,123	2010
Drive alone	9,593	11,144	1551
Carpooled	826	720	-106
Public Transportation (excluding cab)	103	112	9
Walked	40	96	56
Other means	128	7	-121
Worked at home	423	1,044	621
Mean Travel Time to Work (Minutes)	27.6	28.2	0.6

Sources: \* Nashville Area Metropolitan Planning Organization, transit rider trends \*\* US Census Bureau American Community Survey 5-year Estimates



**City of Mt. Juliet, Tennessee – Vehicles Available per Household**

CATEGORY	2006-2010 Estimates**	2010-2014 Estimates**	2010-2014 Change
<b>VEHICLES AVAILABLE TOTAL</b>	<b>11,113</b>	<b>13,123</b>	<b>2,010</b>
No vehicles available	39	95	56
1 vehicles available	1,375	2,231	856
2 vehicles available	5,937	6,297	360
3 or more vehicles available	3,762	4,500	738

Source: \* US Census Bureau American Community Survey 5-year Estimates

## **Utilities**

### ***Water providers***

#### **West Wilson Utility**

Capacity: 9 million GPD  
Current Consumption: 5.5 million GPD  
Water source: Old Hickory Lake  
Mt. Juliet customers: 9,970

#### **Gladeville Utility**

Customers: approximately 6,000, of which approximately 5,600 in southwest Wilson County including the Mt. Juliet area  
Current consumption: 1.72 Million GPD  
Water source: underground river via on-site wells  
Capacity: 5.0 Million GPD

### ***Sewer provider***

#### **Mt. Juliet Sewer**

Approx. 9,082 customers (mostly residential), and @10-20 non-residential customers  
Sewer treatment handled by Metro Nashville—gets pumped to Metro.

Sewage rates: from 82,800,000 gallons in Feb. 2012 to 101,762,000 gallons in Feb. 2013 pumped to Metro, an increase of 18.6%. Capacity: unlimited GPD; Current usage (*average*): 2.4 million GPD

Mt. Juliet's sewer policy: Sewer is provided to customers within corporate limits only. Very rarely goes outside of corporate limits—Horseshoe Cove and few other streets. Policy exception—if property is close enough to corporate limits; if city annexes properties it will provide sewer; or, if there is an evident health hazard (example: failing septic systems.)

### ***Electric provider***

#### **Middle Tennessee Electric**

Serves four counties in Middle TN (Wilson, Cannon, Rutherford and Williamson, and parts of Davidson, DeKalb, Maury, Marshall, Smith and Trousdale) 191,000 total members (customers)  
Mt. Juliet customers: 10,114

### ***Natural Gas provider***

#### **Piedmont Natural Gas**

9,600 residential, 550 commercial—*Wilson County (including Mt. Juliet)*  
*Expansion policy: lines expanded on as-needed basis, by customer request*

**Columbia Gulf Pipeline Group (intrastate transmission line)**: Lines run through Wilson County in SW to NE pattern from the Gulf—two 30-inch and one 36-inch lines passing through the Mt. Juliet area starting at Suggs Creek and ending at Lebanon Road East at Cooks Branch of Spencer Creek.

## Transportation

Past transportation planning efforts have acknowledged the pace of growth occurring in the Mt. Juliet area of Wilson County. The Mt. Juliet Road Corridor Study (May 1995) and the 2020 Major Thoroughfare Plan (December 1998) were the most current studies completed until the Tri-County Transportation and Land Use Study in July 2013. All studies relied heavily on analysis and comparison of existing system capacity and levels of service versus growth-related traffic projections and the related impact on the transportation system. These transportation improvements continue to be necessary for supporting the need to address future travel demands for the rapid expansion the city continues to experience. There are currently 286.22 linear miles of roadway within this planning area, of which 193.08 linear miles are within the corporate limits.

The 2008 plan cited recommendations from the Mt. Juliet Corridor Study, which the following serves as an update to those recommended improvements:

Widen Lebanon Road (U.S. 70)

Construct new interchange at I-40 and Beckwith Road *completed*

Construct new two-lane arterial roadway from new interchange to Lebanon Road *in progress*

Modify Mt. Juliet Road interchange to provide a dual left turn lane and two lane on-ramp *completed*

Construct sidewalks on Charlie Daniels Pkwy to Charlie Daniels Park *completed*

Realign and signalize Belinda Pkwy at N. Mt. Juliet Road *completed*

Improve and extend Curd Road to new roadway *completed*

Improve and extend Rutland Road to Beckwith Road

Construct sidewalks on N. Mt. Juliet Road from I-40 to Lebanon Road *completed*

Realign Old Lebanon Dirt Road to intersect new roadway

Construct new two-lane north/south roadway from new interchange at Central Pike *future goal*

Widen Division Street to provide 12-foot lanes and turn lanes at intersection *future goal*

Widen Old Lebanon Dirt Road to provide 12-foot lanes at intersections *future goal*

Construct greenway/walking trail along Cedar Creek *future goal*

Updated recommendations from the 2020 Major Thoroughfare Plan:

Add additional lanes to I-40 to accommodate an HOV lane *completed*

Add additional I-40 interchange at west end *future goal*

Efficiency improvements to I-40/Mt. Juliet Road interchange *completed*

Construct a new four-lane, Mt. Juliet west Bypass

Construct a new four-lane connector road between I-40/Beckwith Road interchange and Lebanon Road *completed*

Reconstruct S. Mt. Juliet Road to four lanes south of I-40 to Central Pike *future goal*

Widening of N. Mt. Juliet Road north of I-40 to Division Street *completed*

Belinda Parkway connector extension for two lanes to Rutland Road extension

Green Hill Road extension for two lanes from Division Street to Old Lebanon Dirt Road *future goal*

Devonshire Drive upgrade to collector roadway *completed, with bike lanes added*

Division Street connector to N. Mt. Juliet Road east Bypass

Rutland Road extension

Mt. Juliet Road west connector

Central Pike connector

Saundersville Road extension from Nonaville Road to Benders Ferry Road

Needmore Road extension to Lebanon Pike



Based on the analyses provided by the Tri-County Transportation and Land Use Study of the existing transportation system and more recent analyses by the MPO, priority improvements will be necessary to accommodate the traffic volumes projected by the year 2035. The analyses also indicate that certain roadway extensions and realignments are needed to improve the traffic circulation within Mt. Juliet and to enhance the safety of the roadway system, and sidewalks/greenways. Below is a list of recommended transportation projects that are anticipated to provide adequate traffic capacity and improve overall mobility in the area. Projects identified in the Nashville MPO 2040 LRTP are as follows:

#### Current TIP Projects

Town Center Trail (from Greenhill Road to Music City Star station)  
Beckwith Road/East Connector  
Interchange lighting at I-40 and Mt. Juliet Road

#### Short Range Projects

Cedar Creek Greenway (Charlie Daniels' Park to Mt. Juliet High School)  
Mt. Juliet bridge widening over I-40  
Widening and safety improvement to Old Lebanon Dirt Road  
Central Pike interchange at I-40  
Mt. Juliet Road widening from Central Pike to Providence Parkway  
Belinda Parkway pedestrian connector

#### Mid-Range Projects

East Division Street widening from Mt. Juliet Road to Golden Bear Parkway  
Lebanon Road widening from Park Glen Drive to Benders Ferry Road  
Intersection improvements at Benders Ferry Road and Lebanon Road  
Cedar Creek Greenway (Charlie Daniels' Park to Mt. Juliet Little League Park)  
Sidewalk connectivity between schools within this district  
Lebanon Road sidewalks from North Greenhill Road to North Mt. Juliet Road  
West Division Street widening from South Greenhill Road to South Mt. Juliet Road  
Central Pike widening from I-40 to Mt. Juliet Road

#### Long-Range Projects

Golden Bear Gateway widening from Curd Road to Lebanon Road  
Beckwith Road widening and safety improvements  
Central Pike widening from Mt. Juliet Road to Beckwith Road

Unless otherwise specified by subsequent studies, three-lane roadways, which are recommended for construction and widening, should be 30-36 feet wide. The specific width will depend on the classification of the roadway, the traffic volumes projected, and the needs of the developments served. The roadways may include two or three lanes or more, with or without paved shoulders, and may include exclusive turn lanes/deceleration lanes at critical intersections along the roadway.

Any recommended improvements that lie outside the city's corporate limits will require coordinating with other governmental agencies in the community.



## **8. Conclusion**

This plan Update, like the 2008 Plan, has revealed several positive things in respect to land use and transportation conditions in Mt. Juliet. Again, the most obvious is the excellent but challenging growth trend is anticipated to continue for this area of Wilson County. The city's quick transformation from a quiet bedroom community to a fully-functional urban community has not gone unnoticed in the region. As the city continues to grow its challenging issues related to transportation, adequate inventory of housing choices, employment opportunities, and the level of quality of life will be ever more important.

New development and redevelopment also point to the effectiveness and quality of the current land use controls to guide quality development. As revealed in this Update, it is important to periodically revisit these land use controls for updates to maintain implementation of the goals and objectives revealed by this plan Update.

Transportation needs such as traffic congestion remain one of the most pressing concerns and will continue to be so due to the great costs and considerable time involved for either public works projects or private development to plan and build/upgrade the roadway improvements. This issue will continue to remain vital not only due to the inconvenience and threat to safety to the motoring public but also adversely affect the prospects for new economic development the city anticipates for the future as well as maintaining the existing areas with long-standing businesses through revitalization and redevelopment measures. Available resources through federal and state grant opportunities can assist in accomplishing new development and redevelopment endeavors.

For both the attractiveness of the community to future residents and, similarly, for prospective employers and economic development prospects, the quality of life conditions become increasingly important. These are the same ideals which contribute to the value and stability of any community. There are obvious ingredients such as protective services, good schools, access to quality health care, low crime rates, etc. However, this list can become extensive and costly when other factors including such things as public service and infrastructure needs, variety of consumer goods and services, cultural and recreational activity needs, and affordable housing choices are considered. Nonetheless, without gains in these areas of need, growth in the community may stagnate leading to the deterioration of cherished values which make the city attractive.

Finally, it is important to reiterate that this plan Update is a guide. It is an attempt to use sound and rational principles to forecast and direct future development as well as maintain Mt. Juliet's sense of community and place. This plan is not intended to replace the zoning or subdivision regulations but instead be used as an effective tool for such modifications to these land use controls so that the plan's vision and goals can be consistently realized. To be a truly effective and living plan, a community is encouraged to periodically revisit, gather input from the public, and when necessary amend the plan, to maintain pace with the infinite challenges and opportunities a community will face over time.

## **PUBLIC INPUT**

The final steps of this plan Update included review steps for both the Steering Committee and the Public. In its draft format, this Update was submitted for a final review by the public and comment period. Subsequently, the Steering Committee made its final modifications and formally recommended the Update to the Planning Commission for its final adoption.

### **Online survey result summary**

Over 380 responses were provided through the online survey conducted by Staff. From multiple questions asked, four main questions were summarized: Why did you choose to live in Mt. Juliet?; What issues should the plan Update address?; What type of development should occur in the future?; and What do you like the most vs. the least about Mt. Juliet? (*Top responses for each question are listed with highest number of selected responses highlighted*)

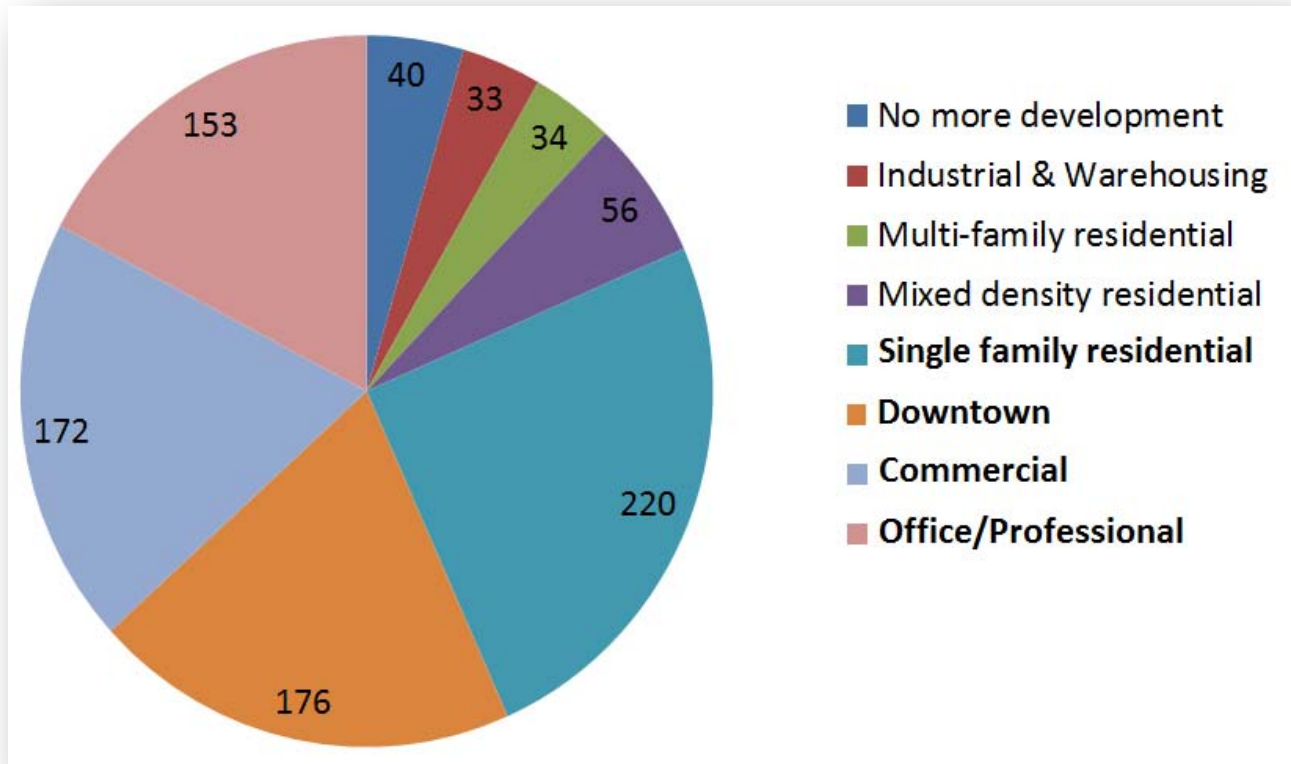
#### **Why did you chose to live in Mt. Juliet?**

**Small town atmosphere**  
**Location (Nashville/Airport)**  
**Schools**  
 Family atmosphere  
 Safe  
 Community  
 Low taxes  
 Providence/Del Webb  
 Grew up in Mt. Juliet and stayed

#### **What issues should the Land Use and Transportation Plan Update address?**

**Traffic and Transportation**  
**Economic Development**  
**Parks, Recreation, and Open Space**  
**Land Use**  
**Bicycle and Pedestrian Travel**  
 Historic Places  
 Mass Transit  
 Natural Environment  
 Physical Environment  
 Public Buildings  
 Stormwater  
 Utilities  
 Water Resources  
 Other

What type of new development should occur in the future? (total responses)



What do you like most about Mt. Juliet?

**Affordability**  
**Family culture**  
**Low crime**  
**Proximity to Nashville**  
**Quality of schools**  
**Small town character and feel**  
**Shopping, restaurants & entertainment options**  
 Close to family  
 Distance to work  
 Proximity to lakes  
 Recreation, parks & open space  
 None of the above  
 Other

What do you like least about Mt. Juliet?

**Traffic and congestion**

**Lack of alternative driving routes in town**

**Lack of sidewalks/no connectivity**

Too much new development

Few transit options

Lack of housing options

Lack of open space/parks

Maintenance of public infrastructure

Poor drainage

Properties no well-maintained

None of the above

Other

### **Results from Public input meeting**

A public input meeting was held early in the plan process. The public was asked to rank the goals listed in the 2008 Mt. Juliet Plan, as well as regional goals offered by the MPO Tri-County Transportation and Land Use Study. Below are the results from public selection. (*Top one and two responses for each question are listed*)

Rank the goals listed in the 2008 Mt. Juliet Plan

*Top response:*      Quality of Life/Growth

Rank the regional goals listed in the Nashville Area MPO Tri-County Transportation and Land Use Study

*Top two responses:*

Efficient Transportation Systems

Maintain Sense of Community and Sense of Place

**Full Results of the Online Survey and Public comments provided in Appendix**